



City of Huntington Beach Planning and Building Department

STAFF REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning and Building
BY: Jill Arabe, Associate Planner *JA*
DATE: August 27, 2013

SUBJECT: ENTITLEMENT PLAN AMENDMENT NO. 13-001/ SPECIAL PERMIT NO. 13-001/ VARIANCE NO. 13-008 (AMENDMENT TO TTM 16338/ CUP 02-20/ SP 02-04/ CDP 02-12 – PACIFIC CITY COMMERCIAL)

APPLICANT: Becky Sullivan, DJM Capital Partners Inc., 922 Laguna Street, Santa Barbara, CA 93101

PROPERTY

OWNER: PC Group Retail LLC, 60 S. Market Street, Suite 1120, San Jose, CA 95113

LOCATION: 21002 Pacific Coast Highway, 92648 (bounded by 1st Street, Pacific View Avenue, Huntington Street, and Pacific Coast Highway)

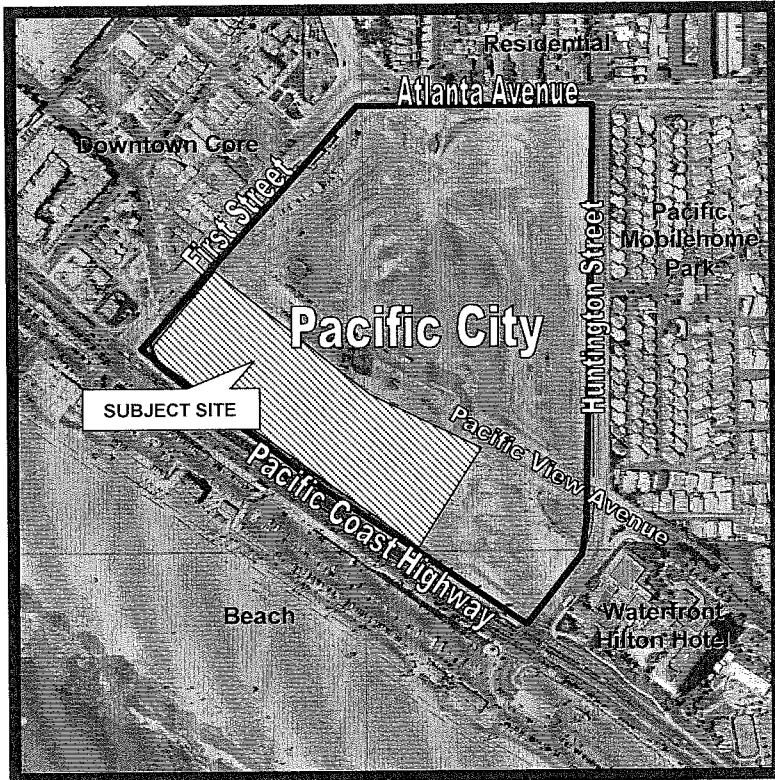
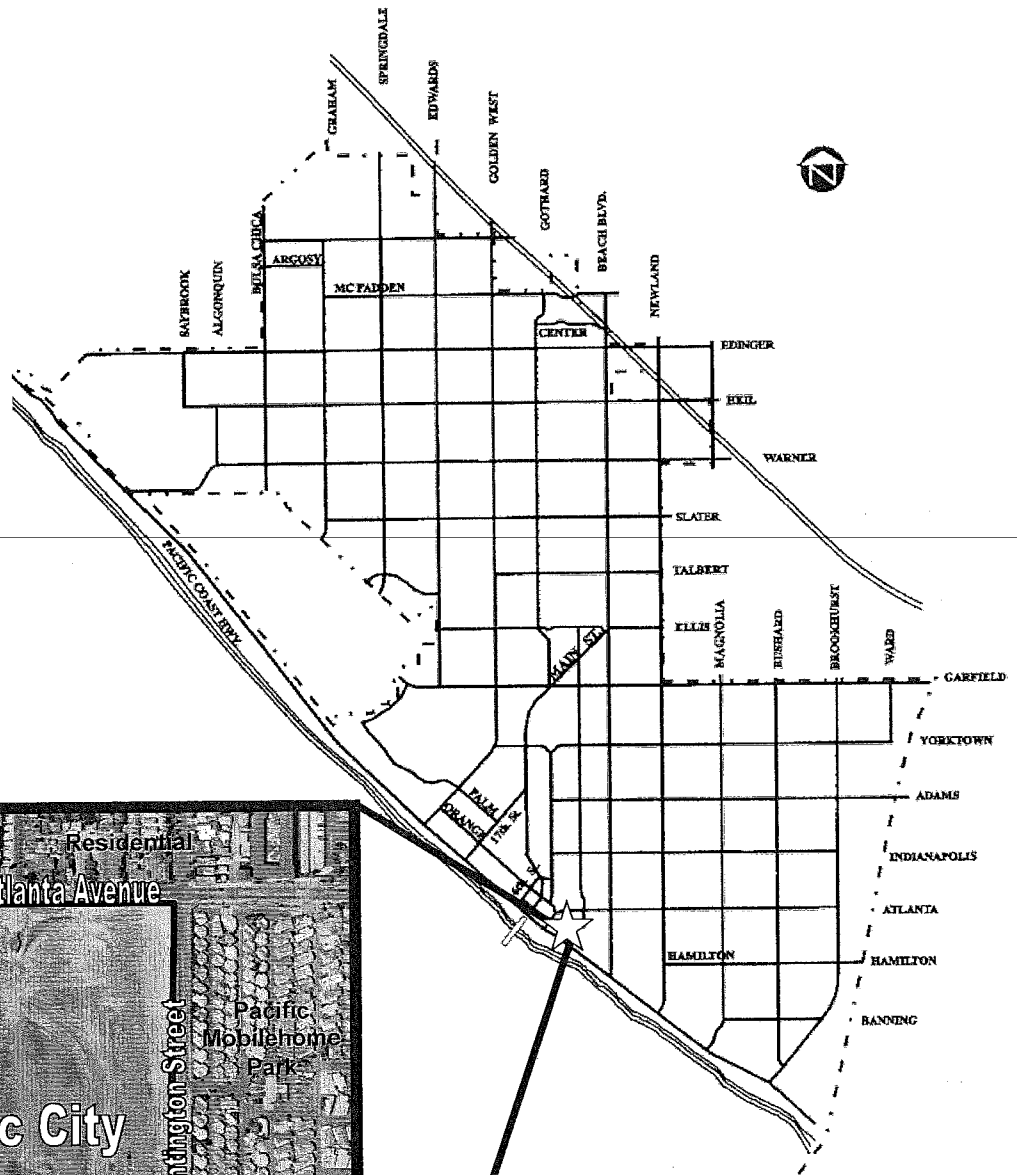
STATEMENT OF ISSUE:

- ♦ Entitlement Plan Amendment (EPA) No. 13-001 represents a request to:
 - Amend the previously approved site plan, floor plans, and elevations for the commercial portion of the Pacific City project;
 - Amend Condition of Approval No. 11 regarding the collection of fees;
 - Amend the previously approved Shared Parking Demand Analysis.
- ♦ Special Permit (SP) No. 13-001 requests:
 - A reduction in the width of the landscape planter adjacent to Pacific View Avenue to a minimum of five feet in lieu of a minimum of 10 feet;
 - To allow utilities and pay stations to encroach into the street side yard setback adjacent to Pacific View Avenue with a minimum five foot in lieu of a minimum 15 feet.
- ♦ Variance (VAR) No. 13-008 requests a reduced drive aisle width of 17 feet in lieu of a minimum of 26 feet to accommodate valet parking within the lowest level of the parking structure.
- ♦ Staff's Recommendation:

Approve EPA No. 13-001/ SP No. 13-001/ VAR No. 13-008 based upon the following:

 - Consistent with the General Plan Land Use Element designation of CV-F7-sp (Commercial Visitor - Max. Floor Area Ratio of 3.0 - Specific Plan Overlay).

#B-3



VICINITY MAP
ENTITLMENT PLAN AMENDMENT NO. 13-001/
SPECIAL PERMIT NO. 13-001/ VARIANCE NO. 13-008
PACIFIC CITY COMMERCIAL –
AMENDMENT TO TTM 16338/ CUP 02-20/ SP 02-04/ CDP 02-12

- Consistent with the Local Coastal Program/Coastal Element as it does not impact public access or recreational opportunities in the Coastal Zone. There will be a 20 foot wide pedestrian accessway through the project between Pacific Coast Highway and Pacific View Avenue that connects to the pedestrian corridor within the residential portion of the Pacific City development.
- The modifications of the commercial project will not generate additional environmental impacts above the analysis of the certified EIR No. 02-01.
- There will be adequate parking for the project; a total of 978 commercial parking spaces and additional spaces through a valet parking program are proposed.
- The project is designed to be compatible with surrounding land uses in terms of building layout, architecture, site and building terracing, and public open spaces.
- Special Permits result in a greater benefit and promote a better living environment.
- Variance request can be supported due to special circumstances applicable to the site.

RECOMMENDATION:

Motion to:

“Approve Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008 with findings and suggested conditions of approval (Attachment No. 1);”

ALTERNATIVE ACTION(S):

The Planning Commission may take alternative actions such as:

- A. “Deny Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008 with findings for denial.”
- B. “Continue Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008 and direct staff accordingly.”

PROJECT PROPOSAL:

Entitlement Plan Amendment No. 13-001 represents requests for the following modifications to Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12 pursuant to Huntington Beach Zoning and Subdivision Ordinance (HBZSO) Section 241.18:

- A. To provide visitor-serving commercial uses (up to 214,868 sq. ft. including accessory areas) above two levels of subterranean parking with 903 spaces.
- B. To construct 75 parking spaces within a new surface parking lot adjacent to Pacific View Avenue.
- C. To increase the 6.47 acre commercial parcel to 7.18 acres and reduce the 4.12 acre hotel parcel to 3.49 acres.
- D. To relocate the 20 ft. pedestrian corridor easement from the middle of the commercial property to between the hotel and commercial lots.
- E. To remove angled street parking on Pacific View Avenue.
- F. To redesign the site layout and building elevations.

- G. To separate the subterranean parking garage between the commercial and hotel parcels.
- H. To permit 13,147 sq. ft. of outdoor dining area within the commercial retail development.
- I. To permit a shared parking analysis to establish the number of parking spaces required for the visitor-serving commercial uses and for valet parking spaces. Per Schedule A of Section 231.04 of the HBZSO, 1,427 parking spaces are required for the proposed plan; the project includes 1,073 on-site parking spaces that include 95 valet parking spaces within drive aisles. To validate the number of parking spaces for the project, a Parking Demand Analysis was prepared by Linscott, Law, and Greenspan dated August 8, 2013 (Attachment No. 5).

Special Permit No. 13-001 pursuant to Section 2.5.6 of the SP5 Downtown Specific Plan (DTSP) is a request for the following:

- A. To reduce the width of the landscape planter adjacent to Pacific View Avenue (minimum of five feet in lieu of 10 feet pursuant to HBZSO Section 232.08C).
- B. To permit above-ground electrical transformers and pay machines to encroach into required setback along Pacific View Avenue (minimum 5 feet and 11 feet respectively in lieu of minimum 15 feet previously approved and pursuant to HBZSO Section 230.76).

Variance No. 13-008 is a request for reduced aisle width of 17 feet in lieu of 26 feet to accommodate 95 valet parking stalls.

The commercial retail development is proposed at a building height of two stories. Major tenants will anchor the development at both ends of the property: a 28,288 sq. ft. health club at the western edge and an approximately 31,794 sq. ft. market at the eastern edge. There will be a variety of visitor-serving commercial uses lined in between these tenants. Public open spaces composed of lounge seating, entertainment and amenities will enhance the interior of the outdoor retail complex, maximizing coastal views at terracing first and second floor decks. A total of 214,868 sq. ft. is proposed for the gross floor area of the development, which is 23,768 sq. ft. of additional area above the originally approved 191,100 sq. ft. plan. However, the additional area is primarily for accessory uses such as equipment rooms, public restrooms, and service corridors. The following table provides a breakdown of the square footage of the visitor-serving commercial uses of prior plans with the proposed plan:

Proposed Uses	Full Buildout EIR Analyzed 240,000 SF Plan	Reduced Project Alternative 191,100 SF Plan	EPA 2008-001 194,411 SF Plan	Proposed 214,868 SF Plan
Retail	141,000 sf	112,200 sf	103,718 sf	113,567 sf
Restaurants/Night Clubs	38,900 sf	48,900 sf	48,467 sf	49,245 sf
Offices	60,000 sf	30,000 sf	31,425 sf	1,095 sf
Health Club	n/a	n/a	n/a	28,288 sf
Total Commercial	240,000 sf	191,100 sf	183,610 sf	192,195 sf
Outdoor Dining	10,550 sf	10,550 sf	10,801 sf	13,147 sf
Hotel	334,300 sf (400 rooms)	334,300 sf (400 rooms)	250 rooms	250 rooms
Banquet/Meeting Rooms	9,300 sf (net)	9,300 sf (net)	8,350 sf	TBD
Spa	15,000 sf	15,000 sf	9 treatment rooms	TBD
Hotel Restaurant	5,000 sf	5,000 sf	4,900 sf	TBD

A total of 13,147 sq. ft. of outdoor dining areas adjacent to the restaurants throughout the project is proposed. Prior plans proposed outdoor dining areas ranging from 10,550 sq. ft. to 10,801 sq. ft.

A total of 978 onsite parking spaces are proposed for the retail only development. Behind the buildings and adjacent to Pacific View Avenue, a new surface parking lot is proposed with 75 spaces. The remaining 903 spaces will be provided within a two-level subterranean parking garage with ingress and egress from two access ramps within the surface parking lot. As requested per the variance for reduced drive aisles, 95 valet spaces are proposed in drive aisles within the lower level of the parking garage. All spaces are standard size; there are no compact size spaces. Of the total 903 spaces, 616 spaces will be available for self parking and the remaining 362 spaces for valet parking. Valet service drop-off and pick-up will be provided adjacent to the center entrance of the retail development from the parking lot. All parking spaces will be either valet parking or paid parking. For the surface parking spaces, patrons will pay at "Pay & Display Stations" for specified times and display tickets on their vehicle's dashboard.

As approved with prior entitlements, alcohol will be permitted indoors within restaurants and on adjoining outdoor dining areas. Also as previously approved, live entertainment and dancing will occur outdoors within the retail promenade. Consistent with the previous conditions of approval a Conditional Use Permit and Entertainment Permit will be required for any live entertainment uses proposed in restaurants/nightclubs.

Background

In 2004, the City approved a 31-acre Pacific City Conceptual Master Plan involving three parcels for development of residential, commercial, and hotel uses. The 2004 Environmental Impact Report analyzed a full build out of 240,000 sq. ft. of commercial development. Ultimately a reduced project alternative was approved by the City Council. The two parcels fronting Pacific Coast Highway consisted of 191,100 sq. ft. of visitor-serving commercial uses and an eight-story 400-room boutique hotel with two levels of subterranean parking shared between the two parcels. The third parcel on the northern portion of the site was approved for 516 multi-family units. The construction of the mixed-use project began in 2007 but was not completed. The site with frontage on PCH remains partially graded with portions of the subterranean garage constructed. In 2008, Entitlement Plan Amendment No. 08-001 was approved which reduced the size of the hotel to 250 rooms and reduced the overall shared parking requirement to 1,406 parking spaces for both the retail and hotel components. Further revisions to the residential site plan, floor plans, elevations, and the overall conditions of approval were approved in 2012. The applicant/property owner is proposing to complete the visitor-serving commercial portion of the Pacific City project with revisions to the original plan and sell the hotel site to another developer.

Study Session

The project was presented to the Planning Commission (PC) on August 13, 2013, at a study session. The PC inquired about the site circulation and access points, parking requirements, valet operations, pedestrian corridor relocation, special permits and variance, and future occupants. Staff responded to the site plan modifications between the previously approved 2004 plans and proposed project including the separation of the hotel and commercial components and parking reduction. The applicant identified potential future occupants including Equinox health club and the Apple store, and the intent to lease to high end tenants.

The commission also inquired about the Statement of Overriding Considerations (SOC) approved with the previous project approval in 2004. The SOC was necessary because the project exceeded CEQA thresholds for air quality emissions and increased traffic volumes at PCH and Warner Avenue. The SOC was approved by the City Council because the project results in: 1) Implementation of the City of Huntington Beach General Plan and Downtown Specific Plan (DTSP), the identified the blueprint for development in the City; 2) Enhance the Downtown area as a destination by providing additional hotel, retail, and entertainment opportunities; 3) Provide 516 units of needed housing within the City including affordable housing units; 4) Provide additional jobs in the City and expand the City's commercial base; and 5) Increase opportunities for views and uses of the Pacific Ocean as a visual resource.

Remaining issues raised at the Study Session have been addressed in the analysis section of the report.

ISSUES:

Subject Property And Surrounding Land Use, Zoning And General Plan Designations:

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property (Pacific City Commercial):	CV-F7-sp (Commercial Visitor – 3.0 Max. floor area ratio – Specific Plan Overlay)	SP5- CZ (Downtown Specific Plan – Coastal Zone – District 2 (Visitor-Serving Mixed Use)	Vacant
North of Subject Property (Pacific City Residential - across Pacific View Avenue):	RH-30-sp (High Density Residential – 30 u/gac – Specific Plan Overlay)	SP5- District 5 (Multi-family Residential)	Vacant – to be Pacific City Residential
South of Subject Property (across PCH):	OS-S (Open Space- Shore)	SP5-CZ – District 7 (Beach)	South Beach Parking Lot, Beach and Beach Improvements
West of Subject Property (across 1 st Street):	M >30-d-sp-pd (Mixed Use – greater than 30 du/ac – Design Overlay – Specific Plan Overlay – Pedestrian Overlay)	SP5-CZ – District 1 (Downtown Core Mixed-Use)	Commercial and Residential uses
East of Subject Property (across Huntington Street):	CV-F7-sp	SP5-CZ – District 3 (Visitor-Serving Recreation)	Mobilehome park and Waterfront Hilton Hotel

General Plan Conformance:

The General Plan Land Use Map designation on the subject property is Mixed Use – Specific Plan Overlay – Design Overlay. The proposed project is consistent with this designation and the goals, objectives, and policies of the City's General Plan as follows:

A. Land Use Element

Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.

Goal LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.

Goal 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources, scale and character.

Objective LU 7.1: Accommodate the development of a balance of land uses that provides for commercial, employment, entertainment, and recreation needs of existing and future residents, and provides employment opportunities for residents of the City and the surrounding region and captures visitor and tourist activity.

Policy LU 9.3.3: Require that nonresidential structures incorporated in residential neighborhoods be designed to be compatible with and convey the visual and physical scale and character of residential structures.

Objective LU 10.1: Provide for the continuation of existing and the development of a diversity of retail and service commercial uses that are oriented to the needs of local residents, serve the surrounding region, and capitalize on Huntington Beach's recreational resources.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

The entitlement plan amendment supports the needs and reflects market demand of City residents and visitors. It will improve the project site, which is currently vacant, and provides additional destination uses that would attract and complement new and existing retail, restaurant, and hotel uses. The design promotes development of commercial buildings that convey a unified, high-quality visual image and character. It is in conformance with the City's Design Guidelines. The City's Design Review Board has reviewed the proposed architecture, colors, and materials and recommends approval of the design concept. The project provides adequate access along all public streets, and adequate parking pursuant to a parking analysis and the incorporation of valet parking. The number of required commercial parking spaces is based on a Parking Demand Analysis prepared by Linscott, Law, and Greenspan. The Analysis concluded that peak demand for the commercial uses will be 1,059 parking spaces. Valet service is included in the request to accommodate the peak demand and park additional vehicles within the lowest garage level.

B. Coastal Element

Goal C 1: Develop a land use plan for the Coastal Zone that protects and enhances coastal resources, promotes public access and balances development with facility needs.

Objective C 1.1: Ensure that adverse impacts associated with coastal zone development are mitigated or minimized to the greatest extent feasible.

Policy C 1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individual or cumulative, on coastal resources.

Policy C 1.1.4: Where feasible, locate visitor-serving commercial uses in existing developed areas or at selected points of attraction for visitors.

Policy C 1.1.7: Encourage cluster development in areas designated for residential use within the Coastal Zone.

Objective C 1.2: Provide a land use plan that balances location, type, and amount of land use with infrastructure needs.

Policy C 1.2.1: Accommodate existing uses and new development in accordance with the Coastal Element Land Use Plan and the Development and Density Schedule, Table C-1.

Policy C 1.2.3: Prior to the issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the Coastal Element, at the time of occupancy.

Policy C 2.2.3: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments.

Policy C 2.4.1: Maintain an adequate supply of parking that supports the present level of demand and allows for the expected increase in private transportation use.

Goal C 3: Provide a variety of recreational and visitor-serving commercial uses for a range of cost and market preferences.

Objective C 3.2: Ensure that new development and uses provide a variety of recreational facilities for a range of income groups, including low-cost facilities and activities.

Policy C 3.2.3: Encourage the provision of a variety of visitor-serving commercial establishments within the Coastal Zone, including but not limited to, shops, restaurants, hotels and motels, and day spas.

Objective C 4.1: Provide opportunities within the Coastal Zone for open space as a visual and aesthetic resource.

The entitlement plan amendment will include commercial uses similar to those established in the urban downtown area to support the existing and new residential uses. Public services are available to

the project site, as well as the surrounding properties, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. A 20-foot wide pedestrian corridor will be continued from the north side of Pacific View Avenue along the Village Green park easterly towards Huntington Street and run south between the hotel and commercial parcels. The corridor will be available to the public. Parking is provided within a two level subterranean parking structure. Views of the beach/ocean will be available from locations along the public sidewalk, along the inland side of PCH and from lookout decks within the retail development.

C. Urban Design Element

Goal UDI: Enhance the visual image of the City of Huntington Beach.

Objective UD 1.3: Strengthen the visual character of the City's street hierarchy (i.e., major, primary, etc.) in order to clarify the City's structure and to improve Citywide identity.

Policy UD 1.3.1: Require a consistent design theme and/or landscape design character along the community's corridors, that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.

Pacific Coast Highway is designated as a scenic corridor in the General Plan. The commercial development enhances the corridor by incorporating terraced landscaping and pedestrian walkways consistent with PCH frontage developments such as the Waterfront and Hilton Hotels. The design and placement of the buildings will maximize views of the coast and facilitate pedestrian activity. The commercial buildings are clustered in a manner to create plazas and visual links to the street and sidewalks. The architecture will consist of a combination of contemporary and coastal styles and materials including light colors, green walls, and reclaimed wood. Although a parking lot is proposed behind the buildings, it will be screened with adequate landscaping along the street frontages. Parking is primarily provided within a subterranean parking structure. Entries into the commercial development are proposed throughout the property with adequate accessibility.

D. Economic Development Element

Goal ED 2: Aggressively retain and enhance the existing commercial, industrial, and visitor-serving uses while attracting new uses to Huntington Beach.

Objective ED 2.6: Expand and enhance the existing visitor-serving uses.

Policy ED 2.6.1: Encourage the attraction of coastal and inland visitor-serving uses to offer a wider spectrum of visitor opportunities.

Policy ED 2.6.2: Encourage visitor supported commercial development to concentrate in selected areas of the City, thereby creating identifiable visitor-oriented centers.

Goal ED 3: Enhance Huntington Beach's economic development potential through strategic and land use planning and sound urban design practices.

Objective ED 3.1: Maximize the economic viability of commercial and industrial use through the creation of specialized districts and nodes.

Policy ED 3.1.1: Create differentiated clusters or nodes of retail, industrial, and office uses.

Policy ED 3.2.1: Create commercial-recreation nodes along the inland side of Pacific Coast Highway.

Policy ED 3.2.2: Encourage mixed-use (retail/office/residential) structures on the downtown area and at the visitor-serving nodes along Pacific Coast Highway.

Policy ED 3.2.3: Attract visitor-serving uses near the beach in order to create better linkages between the beach and visitor-supporting retail uses.

Policy ED 3.3.1: Work with land owners, businesses, and tenants located along the primary corridors and at the principal nodes to define the market character and to create district themes for market recognition purposes.

The project promotes development in accordance with Huntington Beach's Economic Development Element. The visitor-serving commercial uses will broaden and stabilize the City's economic base.

Zoning Compliance:

This project is located within Specific Plan No. 5 Downtown Specific Plan (DTSP) and complies with the requirements of District 2, with exception of the variance for reduced drive aisle widths to accommodate valet parking and applicable special permits. The table below shows an overview of the project's conformance to the development standards. In addition, a list of City Code Requirements of the applicable provisions of the DTSP, the Huntington Beach Zoning and Subdivision Ordinance (HBZSO), and Municipal Code has been provided to the applicant and attached to this report (Attachment No. 4) for informational purposes only.

Development Standard	Required	Proposed
Maximum Site Coverage	50% net site area	49%
Maximum FAR	3.0 FAR	0.63
Maximum Building Height	8 stories	2 stories
Front Yard Setback	50' from PCH (Special Permit No. 02-04 allowed for 30')	30'
Exterior Side Yard Setback	20'	20'
Rear Yard Setback	20' from Pacific View Ave. (Special Permit No. 02-04 allowed for 15')	86' buildings 5' utilities 11' pay station

Public Open Space	Required to assure predominantly visitor-serving, pedestrian orientation	Provided
Corridor Dedication	20' corridor dedication for public access	Provided
Public Views	Required	Provided

Urban Design Guidelines Conformance:

The project is required to comply with the design guidelines of the DTSP. The placement and design of the commercial structures encourages pedestrian activity along PCH, Pacific View Avenue, and within the retail promenade. The buildings are designed to take advantage of ocean views by providing a multitude of windows at exterior facades and open air decks and balconies. Public open spaces are distributed throughout the site at first and second floor decks, creating a pleasant pedestrian environment adorned with fountains, landscaping, and outdoor lounge seating. The parking lot located behind the buildings is screened from adjacent street views by 36-inch high berms, hedges, and trees. Loading and service areas are located adjacent to and within the buildings, sufficiently screened by landscaping, screen walls, and parking lot to minimize conflicts with residential views. Details on wall surfaces include a variety of materials such as wood, glass, smooth and textured plaster, tile, and painted metals. Landscaping is also incorporated to soften walls and create interest. Vertical and horizontal articulation is accentuated by trellises, gable roofs, and varying parapet heights. Rooftop equipment will be adequately screened from view with the incorporation of architectural elements of the building. Furthermore, the light building colors enhanced by the accent materials are compatible with the beach lifestyle and consistent with the contemporary coastal theme found in the adjacent Pacific City residential development.

Environmental Status:

Environmental Impact Report No. 02-01 analyzed the approximately 31 acre mixed use development consisting of 516 condominiums, 400-room hotel, and up to 240,000 sq. ft. of visitor-serving commercial uses, private and public open space and associated infrastructure. The City Council approved the Reduced Project Alternative in 2004 and reduced the visitor-serving commercial uses by 48,900 sq. ft. resulting in 112,200 sq. ft. of retail uses, 48,900 sq. ft. of restaurants/clubs, and 30,000 sq. ft. of office for a total of 191,100 sq. ft. The subterranean parking garage shared between the hotel and commercial parcels included approximately 1,542 parking spaces. In 2008, an entitlement plan amendment approved a reduction of hotel rooms to 250, revision of the commercial project to 194,411 sq. ft., and overall parking to 1,406 parking spaces in the garage with a revised shared parking analysis.

The proposed commercial project trip generation is essentially equal to that under original approvals, while the hotel trip generation is less due to the 150-room reduction as indicated in the EIR Conformance Report by Linscott, Law & Greenspan (Attachment No. 6). As a result, the overall traffic generation forecast for both hotel and commercial uses is less than the original trip generation of the approved EIR in 2004. The project revisions will not substantially alter the impacts analyzed in EIR No. 02-01. Subsequent to the approvals of EIR No. 02-01, the City adopted the DTSP EIR, which included the Pacific City project under the cumulative impacts analysis. The project amendment has been reviewed for

consistency with the DTSP EIR and no substantial increases in previously identified significant environmental effects have occurred.

Coastal Status:

The proposed project is located within the non-appealable jurisdiction of the Coastal Zone. Coastal Development Permit No. 02-12 was processed with Conditional Use Permit No. 02-20 with Special Permit No. 02-04, and Tentative Tract Map No. 16338 pursuant to Chapter 245 of the ZSO. The proposed project complies with the zoning code (with exception of the requested variances and special permits) and Coastal Zone requirements. The project is consistent with the Coastal Element policies previously approved with former entitlements.

Redevelopment Status:

The project is located in the former Huntington Beach Redevelopment Project, Main-Pier sub-area. The Economic Development Department has reviewed the request and supports the proposed development.

Design Review Board:

On August 8, 2013, the DRB reviewed Design Review No. 13-004 to amend the design, colors, and materials of the previously approved visitor-serving commercial plan of the Pacific City development. The plans alter the previously approved architectural design of traditional Mediterranean to a contemporary coastal character incorporating elements such as reclaimed wood, softer color palette, and a variety of materials and building articulation. The proposed design is compatible with the approved and redesigned architecture of the residential development of Pacific City, which contains a contemporary modern aesthetic. The Pacific City development will remain a cohesive development between the commercial and residential uses.

Staff presented concerns related to design integration of an elevator shaft, visibility of stairwells, the walkway within the 20 ft. required pedestrian corridor, and design of restroom entrances. The applicant agreed to redesign aspects of the project based on DRB suggested modifications. The DRB's primary concern was the interaction of the project with pedestrians and traffic. The applicant confirmed the locations of primary access points and the intent of enhancing those locations with adequate landscaping and sidewalks. The DRB recommends the following conditions on the plans:

- The elevator equipment shaft on the east elevation shall be architecturally integrated with the design of the building.
- The stairwell locations (west elevation at the health club and north elevation near the east ramp) shall incorporate visibility (i.e., windows), as feasible, into the stairwell.
- The entrances to the restrooms shall be flush to the building walls rather than inset from the alcove design.
- Consider the walkway circulation at the northeast part of the site to be within the pedestrian corridor and designed to be compatible with the hotel circulation, subject to staff review.

Subdivision Committee: Not applicable.

Other Departments Concerns and Requirements:

The Departments of Public Works, Police, Fire, and Planning and Building have reviewed the project and identified a list of recommended conditions that are incorporated into the suggested conditions of approval as well as code requirements (Attachment No. 4) applicable to the project.

Public Notification:

Legal notice was published in the Huntington Beach/Fountain Valley Independent on August 15, 2013, and notices were sent to property owners of record and tenants within a 500 ft. radius of the subject property, individuals/organizations requesting notification (Planning Division's Notification Matrix), applicant, and interested parties. As of August 20, 2013, no communication supporting or opposing the request has been received.

Application Processing Dates:

DATE OF COMPLETE APPLICATION:

August 15, 2013

MANDATORY PROCESSING DATE(S):

October 15, 2013 (within 60-days)

ANALYSIS:

The purpose of the Downtown Specific Plan is to create a unique and identifiable downtown capitalizing on the location and beachside activity and encouraging a pedestrian-oriented destination for residents and visitors. The DTSP anticipates that future development would be based on planning design concepts such as Smart Growth, New Urbanism, Sustainable Design, and Crime Prevention through Environmental Design. As previously mentioned, the project site is located within District 2 (Visitor-Serving Mixed Use) of the DTSP. Development within this district will provide commercial facilities to serve seasonal visitors to the beaches and local residents year round.

DTSP Conformance

The proposed project is consistent with the intent of the Visitor-Serving Mixed Use District of the DTSP and overall objective of the DTSP to encourage pedestrian activity and provide commercial services for surrounding residential uses. The site layout incorporates several meandering walkways and public plazas to establish a pedestrian oriented environment. Public improvements include landscaping adjacent to curbs that buffer six foot wide sidewalks along Pacific View Avenue and First Street as well as 8 ft. wide sidewalk on Pacific Coast Highway (PCH). Vehicular and pedestrian accessibility is provided throughout the site. Primary access points for pedestrians are focused at the intersection of First Street and PCH, between the hotel and subject site, and entrances from the rear parking lot. Patrons may choose to self-park within the surface parking lot and subterranean parking garage, but valet services are also provided to accommodate guests. Although a parking lot is included at the rear of the buildings, adequate landscaping constructed with berms, hedges, and trees are proposed to minimize visibility of vehicles from the public right-of-way and residences across Pacific View Avenue to the north.

Parking

Parking is primarily provided within two levels of a subterranean garage consisting of 903 parking spaces. A total of 978 parking spaces will be provided onsite, which includes 75 surface parking spaces. Based on a shared parking analysis (Attachment No. 5), peak parking demand will be accommodated by the proposed parking supply and the incorporation of valet parking. The theory behind a shared parking analysis is that each individual use in a large shopping center does not need to be provided with code required parking because a customer who parks once will usually patronize more than one business in a visit. The key to a shared parking analysis is to determine the peak hours of all the uses, or when the entire shopping center is busiest, and then provide the parking based on the peak demand. Because the site will involve a variety of visitor-serving commercial uses that fluctuate in demand throughout the day, the provision of a shared parking concept was previously approved by the City Council.

Typically, for unbuilt shopping centers, traffic engineers estimate the number of parking spaces forecasted to be needed based on data derived from observing existing shopping centers and the type of uses to be constructed. Traffic engineers share these data through published reports via the Institute of Traffic Engineers or the Urban Land Institute's (ULI) mix of retail, dining, and entertainment uses within the shopping center.

ULI data show that peak demand for retail uses occurs between 1:00 PM and 2:00 PM on weekdays and between 2:00 PM and 4:00 PM on weekends. For fine/casual dining uses, ULI predicts peak demands between 7:00 PM and 10:00 PM on weekdays and between 8:00 PM and 9:00 PM on weekends.

Number of Parking Spaces

Although the prior approved plan shared parking for the hotel and commercial uses in a two-level subterranean parking garage, the entitlement plan amendment proposes to eliminate the shared parking garage between the two sites. The shared parking analysis is for the commercial uses only and the hotel will be required to meet the parking demands separately. Basically, the code allows for a lesser parking requirement when it can be shown that the parking demand of the combined uses will be less than the requirement for individual uses in Schedule A of Section 231.04 of the HBZSO. Below is a table of the required parking for prior plans compared to the proposed project pursuant to this Schedule:

Use	Code Required Ratios	2004 Reduced Alt. Plan	Required Spaces Retail & Hotel	2008 Plan	Required Spaces Retail & Hotel	Proposed Plan	Required Spaces Retail Only
Office	1/250 sf	30,000 sf	120	31,425 sf	126	1,095 sf	4
Restaurant	1/100 sf	48,900 sf	489	59,268 sf	593	49,245 sf	492
Outdoor Dining	1/100 sf	6,100 sf	61	6,100 sf	61	13,147 sf	132
Retail	1/200 sf	112,200 sf	561	103,718 sf	519	113,567 sf	568
Health Club	1/200 sf	-	-	-	-	24,738 sf	124
-group inst.	1/100 sf	-	-	-	-	3,550 sf	36
Market Area	1 per 3 seats	-	-	-	-	100 seats	33
On-Street Parking	1/1 replacement	-	53	-	53	-	38
Hotel	1.1/Room	400 Rooms	442	250 Rooms	275	250 Rooms	-
-Restaurant	1/100 sf	5,000 sf	50	4,900 sf	49	-	-
-Banquet	Included	9,300 sf	0	8,350 sf	0	Parking to be determined separately	-
-Health Spa	Included	15,000 sf	0	9 rooms	0		-
Code Total			1,776		1,676		1,427
Shared Proposed			1,543		1,406		978

Although a total of 10,500 sq. ft. of outdoor dining area was proposed for the original plans, only 6,100 sq. ft. of this area was subject to the one space per 100 sq. ft. requirement. The remaining outdoor dining areas were small in area and adjacent to restaurants so there was no additional required parking.

In the original 2004 and amended 2008 approvals, Parking Demand Analysis reports were prepared by Linscott, Law, and Greenspan. The reports analyzed the mix of uses (including the hotel), the parking code requirements, a parking requirement-demand analysis, a demand ratios comparison, a shared parking analysis, and a weekday and weekend analysis. For the 2004 plan, the analysis concluded that weekday total demand at the peak hour was 1,319 spaces and the weekend demand at the peak hour was 1,295 spaces. With the addition of 53 existing on-street spaces to be replaced on-site, the total parking demand was 1,372 spaces resulting in a surplus of 170 spaces. For the 2008 revised plan, staff concluded that total parking demand at the peak hour was 1,268 spaces including the addition of the 53 on-street spaces to be replaced on-site. The project was approved with 1,406 spaces resulting in a surplus of 138 spaces.

Currently, the proposed project does not include the hotel development nor provides parking for the hotel uses. The Parking Demand Analysis (Attachment No. 5) for the revised commercial uses only concludes that weekday total demand at the peak hour is 1,059 spaces and the weekend demand is 1,027 spaces. The analysis also accounts for 38 of the 53 on-street spaces to be replaced, while the remaining 15 spaces will be incorporated into hotel parking.

Based on the proposed supply of 978 spaces, there is not enough parking to accommodate guests with self parking alone during the peak hours. Therefore a parking management plan (Attachment No. 7) addresses the 81 space deficiency by providing a valet parking plan and more efficient use of the parking structure. The parking management plan includes a valet program that provides up to 95 additional spaces within

the designated valet parking area on the lower level (Attachment No. 2). The deficiency is forecast to occur on weekdays between 6:00 PM and 9:00 PM for three hours and on weekends between 6:00 PM and 8:00 PM for two hours. Staff supports the shared parking analysis for reduced number of spaces than as required in Schedule A.

Valet Service, Pay Stations, Parking Entrance Gates

Self-parking and valet parking will be available for all visitors to the site. At the surface parking lot, visitors will park their vehicles, pay at a "Pay & Display" machine located within the parking lot, and place the receipt/pass on their vehicle's dashboard.

Entrances into the structure are via two ramps located at the end of the two central driveways off Pacific View Avenue. During peak periods, Customer Service Ambassadors will be staffed at the exit lanes to help expedite the process and provide support for efficient egress. Validations will be available to meet the needs of tenants and lease obligations and the pay stations will be equipped to accept these validations.

The valet program is a useful system typically integrated in shopping centers to provide convenience and relief for guests, especially during peak demand times. The valet pick-up and drop-off area is located near the central entrance of the retail center between the two garage entrances. It will have the capacity to hold 8 to 10 vehicles at any one time. Visitors who choose to use the valet parking service will pay a fee for the service. Moreover, employees will be required to use the Valet Assist program as described in the Parking Management Plan. The Valet Assist program entails that valet attendants will be located in the lower level of the parking garage. These attendants will park employee vehicles within the designated valet area, thus keeping self-parking areas available for guests and visitors. Although the Parking Demand Analysis identifies the need for additional parking in the evening for three hours on weekdays and two hours on weekends, valet parking will be available to guests on a daily basis throughout the day. It is anticipated that the additional valet parking in the drive aisles will only be needed on Thursday, Friday, and Saturday evenings during the peak seasons.

Revised Condition No. 11

Condition No. 11 as approved in the original 2004 entitlements was:

"Employee parking shall be on-site and any parking fees for employees shall not exceed the annual parking pass fee for beach parking."

The applicant wishes to amend the condition as follows:

"Employee parking shall be onsite and any parking fees for employees shall be agreed upon between the tenant and landlord."

Staff does not support the requested change because it is intended that employees park onsite instead of the beach parking lot. The City Council specifically added this condition in 2004 so that the cost of a beach parking pass would not be economically more attractive than employee parking on site. Staff recommends that Condition of Approval No. 11 remain as currently written.

Site Layout and Circulation

The revised site plan provides accessibility for vehicles, pedestrians, and bicyclists. Visitors walking to the site from the beach, Main Street and Waterfront hotels will primarily traverse the sidewalk along PCH which is lined with multiple stairs and ramps leading up to the commercial buildings. The highly visible public event plaza on the site is centrally located fronting PCH and will be decorated with view benches, movable pottery and furnishings for events, and accent landscaping. Moreover, vehicles may enter the site via one driveway off First Street and three driveways off Pacific View Avenue. The easternmost driveway in front of the market will serve as access for both the commercial and hotel sites. With a 75-space parking lot provided at the rear of the property, visitors may park at-grade or below in the two-level subterranean garage.

Staff has shared concerns with the applicant related to the vehicular circulation within the subterranean garage. The location of the central ramp causes the potential for conflicts with the queuing of vehicles exiting and entering the structure. The applicant has identified that signage and staff attendants will help alleviate the potential conflicts. With adequate signage throughout the structure, exiting vehicles will be directed to primarily utilize the east ramp over the central ramp. As conditioned, the applicant will be required to provide a third party parking consultant's recommendations and detailed comments on the adequacy of the circulation in the below grade parking garage. These recommendations shall be incorporated into the design and operation of the parking structure, subject to review and approval by the Planning Division and Public Works Department.

Vehicular Access Points

Differences between the original 2004 plan and the proposed plan may be found in the vehicular access points into the site. The driveway off First Street is currently proposed approximately 75 ft. north of the original location and has been converted from "service" only to right in/right out access to the commercial parking lot. In addition, the center driveway into the site off Pacific View Avenue, located between the two four-way stop intersections, provides right in/right out access to the parking lot where it was formerly for "service" only purposes. Because of the revised placement of buildings and traffic pattern to the site, these openings are necessary for adequate circulation in the parking lot and onto Pacific View Avenue. The provision of surface parking near the buildings presents convenient accessibility for visitors.

Although the driveway opening at the easterly four-way intersection currently provides access for the hotel and commercial sites, the design has been significantly altered from the original plan. Previously, the opening was an approximately 60 ft. wide main entrance (two lanes for entry and two lanes for exit) which terminated into a circular designed motor court/porte cochere shared between the hotel and commercial buildings. The proposed plan reduces the driveway to 36 ft. in width and opens to the primary focal point of the market building. Visitors arriving at this driveway could drive east to the hotel or west into the commercial parking lot. Finally, a new driveway opening is anticipated along Pacific View Avenue approximately 125 ft. east of the 36 ft. wide entrance. This driveway, to serve as a right in/right out access point for the hotel, will be analyzed upon a plan submitted with the hotel.

The revised vehicular access points do not significantly alter the function and character of the site relative to surrounding streets and internally to Pacific View Avenue. Impacts to the interaction of pedestrians and vehicles are not anticipated because sidewalks are sufficiently linked to pedestrian paths throughout the retail promenade. The perimeter of the site incorporates meandering walkways with adjacent

landscaping to buffer vehicular traffic. The locations of proposed driveways align with the street improvements and street traffic should not be affected.

Revised Pedestrian Corridor

The 20 ft. wide pedestrian corridor is a requirement in the DTSP to install public access between the southern end of the Pacific Electric right-of-way and Pacific Coast Highway. In the original 2004 plan, the pedestrian corridor began at the northern end of the residential portion of the Pacific City development and traversed through the middle of the residential and commercial to PCH. In 2012, an entitlement plan amendment of the residential portion led to the relocation of the corridor to run parallel to Atlanta Avenue and south along the east side of First Street. The corridor now wraps around the north side of Pacific View Avenue and connects to the original path between the commercial buildings to PCH.

The current proposal is to relocate the 20 ft. wide pedestrian corridor further east to straddle the proposed property line between the hotel and commercial sites. The relocation would enhance the connection between the commercial and hotel uses. As conditioned, the design of the corridor would include pedestrian scale lighting, landscaping, and minimum 8 ft. wide walkway. In addition, the pedestrian corridor would continue, at the consent of the residential property owner, along the north side of Pacific View Avenue in the Village Green Park which already serves as publicly accessible open space. The proximity of the pedestrian corridor to the market provides convenience for surrounding residents and direct access for hotel guests. It is located sufficiently apart from the vehicular traffic of the parking lot and is anticipated to receive a good volume of pedestrian traffic.

Separated Parking Structure

The request to separate the subterranean parking structure is primarily to control the valet services and liability between the hotel and commercial uses. Unlike the former Pacific City plan, the two properties will be developed separately and controlled by different parties. It is therefore acceptable that adjacent properties provide sufficient parking on their respective lots. Because several shopping and recreational opportunities exist downtown, it is anticipated that a reasonable amount of visitors to Pacific City will use alternate methods of transportation such as walking and biking. Beachgoers may walk to the site from the beach parking lots. Hotel guests may walk to the site. Surrounding residents will typically bike to their downtown destinations. Furthermore, as demonstrated by the Parking Demand Analysis, adequate parking can be accommodated on the site to serve the commercial uses with the inclusion of a valet parking program. The valet parking program will provide additional parking of up to 95 spaces within the designated valet parking area drive aisles. Since adequate parking would be accommodated onsite, staff supports the separation of parking between the two sites.

Variance

The proposal to provide up to 95 valet stalls within the drive aisles of the lower level garage with a reduced drive aisle width to accommodate the peak parking demand of the commercial uses. It is not an uncommon practice to incorporate valet parking within a shopping center to manage fluctuations in parking demand. Based on the Parking Demand Analysis, the parking deficiency of up to 81 spaces occurs for up to three hours on the weekdays and up to two hours on the weekends. The proposed variance for 95 additional parking spaces will adequately alleviate the demand and the reduced drive aisle width is acceptable because parking and maneuvering of vehicles will be controlled by valet attendants. The general public will not have access to this area and therefore will not be impacted by reduced

maneuverability. Furthermore, staff supports the proposed valet parking configuration because the site design is limited by the existing partially constructed garage and high ground water table.

Special Permits

The applicant is requesting approval of two special permits. Section 2.5.6 of the DTSP allows the Planning Commission to grant special permits for deviations from the development standards of the DTSP. Special permits may be approved when the Planning Commission determines that significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met. In addition, the Planning Commission must determine that the project and related special permits will also:

1. Promote better living environments; and
2. Provide better land planning techniques with maximum use of aesthetically pleasing types of architecture, landscaping, site layout and design; and
3. Not be detrimental to the general health, welfare, safety and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general; and
4. Be consistent with objectives of the Downtown Specific Plan in achieving a development adapted to the terrain and compatible with the surrounding environment; and
5. Be consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act; and
6. Comply with State and Federal law.

Special Permit No. 1

To permit a reduction in the width of the landscape planter adjacent to Pacific View Avenue (minimum five feet in lieu of 10 feet pursuant to Section 232.08C of the HBZSO).

Special Permit No. 2

To permit above-ground electrical transformers and pay machines into required setback along Pacific View Avenue (minimum 5 feet and 11 feet in lieu of previously approved 15 feet pursuant to Section 230.76 of the HBZSO).

These special permits result in a greater benefit from the project and will promote a better living environment because the arrangement of the landscaping and buildings relate to the character of the site. The project offers large public plazas and pedestrian links along the perimeter and interior of the retail center which encourages pedestrian activity. Landscaping adjacent to sidewalks and distributed throughout the property screens the parking lot, accents building design, and creates attractive spaces. Pedestrians will be buffered and protected from vehicular traffic with the incorporation of wider sidewalks and wider landscaped areas. Varying landscape widths creates interest in the design of the parking lot frontage. A combination of ground cover, low berming, and medium height shrubs and trees will help contribute to natural surveillance of the area and aesthetically beautify the surroundings. Although the landscape planter reduces to five feet at one area, the parking lot is buffered by more than an average 10 ft. of landscaping along the entire Pacific View street edge.

The placement of above-ground electrical transformers along Pacific View Avenue results in a better project because they will be adequately screened within increased landscaped planters. Hedges and trees will be designed to limit the visibility of these utilities. Relocating these utilities would place them closer to higher traveled pedestrian paths within the mall, adjacent to retail storefronts for increased visibility, or within the parking lot. Utilities are less intrusive aesthetically and functionally within landscaped planters. As conditioned, the utilities will be clustered together and minimized in height to the maximum extent feasible so as to reduce the frequency of utilities along the parking lot frontage.

SUMMARY:

Staff recommends approval of Entitlement Plan Amendment No. 13-001, Special Permit No. 13-001, Variance No. 13-008 for the revised retail commercial project based upon the following:

- Consistent with the General Plan Land Use Element designation of CV-F7-sp (Commercial Visitor - Max. Floor Area Ratio of 3.0 - Specific Plan Overlay).
- Consistent with the Local Coastal Program/Coastal Element as it does not impact public access or recreational opportunities in the Coastal Zone. There will be a 20 foot wide pedestrian accessway through the project between Pacific Coast Highway and Pacific View Avenue that connects to the pedestrian corridor within the residential portion of the Pacific City development.
- The modifications of the commercial project will not generate additional environmental impacts above the analysis of the certified EIR No. 02-01.
- There will be adequate parking for the project; a total of 978 commercial parking spaces and additional spaces through a valet parking program are proposed.
- The project is designed to be compatible with surrounding land uses in terms of building layout, architecture, site and building terracing, and public open spaces.
- Special Permits result in a greater benefit and promote a better living environment.
- Variance request can be supported due to special circumstances applicable to the site.

ATTACHMENTS:

1. Suggested Findings and Conditions of Approval for Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008
2. Site Plan, Floor Plans and Elevations dated August 1, 2013 – plans also available online
3. Project Narrative dated August 12, 2013
4. Code Requirements Letter dated August 19, 2013 (for informational purposes only)
5. Shared Parking Analysis by Linscott, Law & Greenspan dated August 8, 2013
6. Trip Generation & EIR Conformance Letter by Linscott, Law & Greenspan dated August 12, 2013
7. Parking Management Plan dated July 30, 2013

SH:JJ:ja:kd

ATTACHMENT NO. 1

SUGGESTED FINDINGS AND CONDITIONS OF APPROVAL

ENTITLEMENT PLAN AMENDMENT NO. 13-001/ SPECIAL PERMIT NO. 13-001/ VARIANCE NO. 13-008

SUGGESTED FINDINGS FOR CEQA:

The Planning Commission finds and determines all of the following, based on substantial evidence in light of the whole record:

- A. Pacific City Environmental Impact Report No. 02-01 ("EIR") was certified by the City Council on June 7, 2004;
- B. No substantial changes are proposed to the project, as proposed to be modified by this entitlement plan amendment, which will require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- C. No substantial changes have occurred with respect to the circumstances under which the project, as proposed to be modified by this entitlement plan amendment, is undertaken which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- D. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:
 - (1) The project, as proposed to be modified by this entitlement plan amendment, will have one or more significant effects not discussed in the EIR; or
 - (2) Significant effects previously examined will be substantially more severe than shown in the EIR; or
 - (3) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, as proposed to be modified by this entitlement plan amendment, but the project proponents decline to adopt the mitigation measures or alternative; or
 - (4) Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative; and

- E. In accordance with CEQA Guidelines Section 15162 and 15163, no subsequent environmental impact report or supplement to the EIR need be prepared for this entitlement plan amendment and no further environmental review or documentation is required.

As documented in the staff report, the project was evaluated in conformance with the certified EIR and the proposed changes would not constitute a substantial change. The applicant has provided an analysis that the trip generation of the revised commercial project is essentially equal to the reduced project alternative that was adopted with the certified EIR. Because the hotel was reduced in size to 250 rooms, the trip generation of the hotel is also significantly less than the reduced project alternative plan. Overall the Average Daily Trips (ADT) and AM/PM peak hours of the proposed commercial component with the reduced 250-room hotel do not exceed the trip generation analyzed in the certified EIR.

SUGGESTED FINDINGS FOR APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 13-001:

1. Entitlement Plan Amendment No. 13-001 is a request to permit modifications to the commercial site plan, floor plans, and elevations originally approved under Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12. The proposed amendment will not be detrimental to the general welfare of persons working or residing in the vicinity or detrimental to the value of the property and improvements in the neighborhood. The project modifications will update the 2004 project entitlements for consistency with current standards regarding building layout and architectural design but will maintain compatibility with the surrounding area. The building layout provides greater viewing areas of the coast and terracing decks to encourage outdoor activities. Surface parking has been incorporated into the project to provide convenient access for patrons to the site. The modifications to amend the site plans and elevations maintain compatibility with the surrounding area by abiding by the previously approved reduced setbacks, building height, and public open space areas. The project relocates the pedestrian corridor to improve accessibility and visibility. Greater connection and pedestrian activity between the hotel and commercial sites is achieved with the relocated pedestrian corridor near the market onsite. The modifications will not generate significant traffic, air quality, noise, odors, or other detrimental impacts onto surrounding properties.
2. The entitlement plan amendment will be compatible with surrounding uses because the modifications utilize similar architectural treatments as proposed with the residential component of Pacific City and maintain building heights consistent with surrounding commercial uses. The project encourages increased pedestrian activity with wider sidewalks buffered by wider landscaped planters adjacent to streets. Meandering walkways along the perimeter of the site are linked to pedestrian paths within the project. The buildings incorporate enhanced building materials, colors, decorative green walls for screening service areas, and a high volume of storefront windows. The combination of gable roofs, flat roofs, and varying parapet heights articulate vertical planes. Horizontal articulation is integrated with differentiation of materials at each story, building offsets and projections, the terracing effect and rhythm between the buildings.
3. The proposed entitlement plan amendment will comply with the provisions of the base district and other applicable provisions in SP5 (Downtown Specific Plan), Titles 20-25 of the Huntington Beach Zoning and Subdivision Ordinance, and any specific condition required for the proposed use in the

district in which it is located with exception of the variance and special permits. The proposed modifications will update the 2004 project entitlements for consistency with current design aesthetics and site layout. The special permits provide greater benefits for parking and public open space. Wider sidewalks buffered by wider landscape planters along street frontages improve pedestrian access. The varying landscape widths create larger attractive spaces to soften the visibility of the vehicles, utilities, and improve the street frontages. The variance will provide additional parking to meet the peak parking demand for the commercial uses. It is not uncommon to incorporate valet parking in retail centers. Due to the site's location within close proximity of the beach and downtown, it is anticipated that customers will also walk and bike to the site.

4. The granting of the entitlement plan amendment will not adversely affect the General Plan. The project is consistent with the Land Use Element designation of CV-F7-sp (Commercial Visitor – 3.0 Max. FAR – Specific Plan Overlay) on the subject property. In addition, it is consistent with the following goals, objectives, and policies of the General Plan:

A. Land Use Element

Goal LU 4: Achieve and maintain high quality architecture, landscape, and public open spaces in the City.

Goal LU 4.2.4: Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, and other pertinent elements.

Goal 7: Achieve a diversity of land uses that sustain the City's economic viability, while maintaining the City's environmental resources, scale and character.

Objective LU 7.1: Accommodate the development of a balance of land uses that provides for commercial, employment, entertainment, and recreation needs of existing and future residents, and provides employment opportunities for residents of the City and the surrounding region and captures visitor and tourist activity.

Policy LU 9.3.3: Require that nonresidential structures incorporated in residential neighborhoods be designed to be compatible with and convey the visual and physical scale and character of residential structures.

Objective LU 10.1: Provide for the continuation of existing and the development of a diversity of retail and service commercial uses that are oriented to the needs of local residents, serve the surrounding region, and capitalize on Huntington Beach's recreational resources.

Goal LU 11: Achieve the development of projects that enable residents to live in proximity to their jobs, commercial services, and entertainment, and reduce the need for automobile use.

The entitlement plan amendment supports the needs and reflects market demand of City residents and visitors. It will improve the project site, which is currently vacant, and provides additional destination uses that would attract and complement new and existing retail,

restaurant, and hotel uses. The design promotes development of commercial buildings that convey a unified, high-quality visual image and character. It is in conformance with the City's Design Guidelines. The City's Design Review Board has reviewed the proposed architecture, colors, and materials and recommends approval of the design concept. The project provides adequate access along all public streets, and adequate parking pursuant to a parking analysis and the incorporation of valet parking. The number of required commercial parking spaces is based on a Parking Demand Analysis prepared by Linscott, Law, and Greenspan. The Analysis concluded that peak demand for the commercial uses will be 1,059 parking spaces. Valet service is included in the request to accommodate the peak demand and park additional vehicles within the lowest garage level.

B. Coastal Element

Goal C 1: Develop a land use plan for the Coastal Zone that protects and enhances coastal resources, promotes public access and balances development with facility needs.

Objective C 1.1: Ensure that adverse impacts associated with coastal zone development are mitigated or minimized to the greatest extent feasible.

Policy C 1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individual or cumulative, on coastal resources.

Policy C 1.1.4: Where feasible, locate visitor-serving commercial uses in existing developed areas or at selected points of attraction for visitors.

Policy C 1.1.7: Encourage cluster development in areas designated for residential use within the Coastal Zone.

Objective C 1.2: Provide a land use plan that balances location, type, and amount of land use with infrastructure needs.

Policy C 1.2.1: Accommodate existing uses and new development in accordance with the Coastal Element Land Use Plan and the Development and Density Schedule, Table C-1.

Policy C 1.2.3: Prior to the issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the Coastal Element, at the time of occupancy.

Policy C 2.2.3: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways and bicycle routes between developments.

Policy C 2.4.1: Maintain an adequate supply of parking that supports the present level of demand and allows for the expected increase in private transportation use.

Goal C 3: Provide a variety of recreational and visitor-serving commercial uses for a range of cost and market preferences.

Objective C 3.2: Ensure that new development and uses provide a variety of recreational facilities for a range of income groups, including low-cost facilities and activities.

Policy C 3.2.3: Encourage the provision of a variety of visitor-serving commercial establishments within the Coastal Zone, including but not limited to, shops, restaurants, hotels and motels, and day spas.

Objective C 4.1: Provide opportunities within the Coastal Zone for open space as a visual and aesthetic resource.

The entitlement plan amendment will include commercial uses similar to those established in the urban downtown area to support the existing and new residential uses. Public services are available to the project site, as well as the surrounding properties, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. A 20-foot wide pedestrian corridor will be continued from the north side of Pacific View Avenue along the Village Green park easterly towards Huntington Street and run south between the hotel and commercial parcels. The corridor will be available to the public. Parking is provided within a two level subterranean parking structure. Views of the beach/ocean will be available from locations along the public sidewalk, along the inland side of PCH and from lookout decks within the retail development.

C. Urban Design Element

Goal UDI: Enhance the visual image of the City of Huntington Beach.

Objective UD 1.3: Strengthen the visual character of the City's street hierarchy (i.e., major, primary, etc.) in order to clarify the City's structure and to improve Citywide identity.

Policy UD 1.3.1: Require a consistent design theme and/or landscape design character along the community's corridors, that reflects the unique qualities of each district. Ensure that streetscape standards for the major commercial corridors, the residential corridors, and primary and secondary image corridors provide each corridor with its own identity while promoting visual continuity throughout the City.

Pacific Coast Highway is designated as a scenic corridor in the General Plan. The commercial development enhances the corridor by incorporating terraced landscaping and pedestrian walkways consistent with PCH frontage developments such as the Waterfront and Hilton Hotels. The design and placement of the buildings will maximize views of the coast and facilitate pedestrian activity. The commercial buildings are clustered in a manner to create

plazas and visual links to the street and sidewalks. The architecture will consist of a combination of contemporary and coastal styles and materials including light colors, green walls, and reclaimed wood. Although a parking lot is proposed behind the buildings, it will be screened with adequate landscaping along the street frontages. Parking is primarily provided within a subterranean parking structure. Entries into the commercial development are proposed throughout the property with adequate accessibility.

D. Economic Development Element

Goal ED 2: Aggressively retain and enhance the existing commercial, industrial, and visitor-serving uses while attracting new uses to Huntington Beach.

Objective ED 2.6: Expand and enhance the existing visitor-serving uses.

Policy ED 2.6.1: Encourage the attraction of coastal and inland visitor-serving uses to offer a wider spectrum of visitor opportunities.

Policy ED 2.6.2: Encourage visitor supported commercial development to concentrate in selected areas of the City, thereby creating identifiable visitor-oriented centers.

Goal ED 3: Enhance Huntington Beach's economic development potential through strategic and land use planning and sound urban design practices.

Objective ED 3.1: Maximize the economic viability of commercial and industrial use through the creation of specialized districts and nodes.

Policy ED 3.1.1: Create differentiated clusters or nodes of retail, industrial, and office uses.

Policy ED 3.2.1: Create commercial-recreation nodes along the inland side of Pacific Coast Highway.

Policy ED 3.2.2: Encourage mixed-use (retail/office/residential) structures on the downtown area and at the visitor-serving nodes along Pacific Coast Highway.

Policy ED 3.2.3: Attract visitor-serving uses near the beach in order to create better linkages between the beach and visitor-supporting retail uses.

Policy ED 3.3.1: Work with land owners, businesses, and tenants located along the primary corridors and at the principal nodes to define the market character and to create district themes for market recognition purposes.

The project promotes development in accordance with Huntington Beach's Economic Development Element. The visitor-serving commercial uses will broaden and stabilize the City's economic base.

SUGGESTED FINDINGS OF APPROVAL – SPECIAL PERMIT NO. 13-001:

1. The granting of Special Permits pursuant to Section 2.5.6 of the Downtown Specific Plan in conjunction with Entitlement Plan Amendment No. 13-001 is for the following:
 - a. Reduce the minimum landscape width along Pacific View Avenue (5 ft. in lieu of min. 10 ft.);
 - b. Encroach electrical transformers and one pay machine into the minimum street side yard setbacks of Pacific View Avenue (min. 5 ft. and 11 ft., respectively in lieu of min. 15 ft.).

These special permits result in a greater benefit from the project and will promote a better living environment because the arrangement of the landscaping and buildings relate to the character of the site. The project offers large public plazas and pedestrian links along the perimeter and interior of the retail center which enhances pedestrian activity. Landscaping adjacent to sidewalks and distributed throughout the property screens the parking lot, accents building design, and creates attractive spaces. Pedestrians will be buffered and protected from vehicular traffic with the incorporation of wider sidewalks and wider landscaped areas. Varying landscape widths creates interest in the design of the parking lot frontage. A combination of ground cover, low berming, and medium height shrubs and trees will help contribute to natural surveillance of the area and aesthetically beautify the surroundings.

The placement of above-ground electrical transformers and pay machine along Pacific View Avenue results in a better project because they will be adequately screened within increased landscaped planters. Hedges and trees will be designed to limit the visibility of these structures. Relocating the utilities would increase their visibility near highly traveled pedestrian paths within the mall, adjacent to retail, or within the parking lot. Utilities are less intrusive aesthetically and functionally within landscaped planters. As conditioned, the utilities will be clustered together and minimized in height to the maximum extent feasible so as to reduce the frequency of utilities along the parking lot frontage. Furthermore, the pay machine located at a minimum 11 ft. setback will primarily serve the parking stalls near the valet drop-off area. The location is within a landscape planter between the parking stalls and conveniently accessible for patrons. It will be screened from the street by landscaping.

2. The granting of Special Permits will provide better land planning techniques with maximum use of aesthetically pleasing types of architecture, landscaping, site layout and design due to the use of appropriate site planning by the arrangement of structures, parking, circulation areas, and open space areas. The special permits allow for the installation of surface parking behind the buildings. Landscaping is integrated into the plan through parking lot and service area screening, enhancing building design, creating attractive public spaces, improving pedestrian access and views.
3. The granting of Special Permits will not be detrimental to the general health, welfare, safety, and convenience of the neighborhood or City in general, nor detrimental or injurious to the value of property or improvements of the neighborhood or of the City in general. The project has been evaluated for compatibility with the surrounding neighborhood and incorporates designs that appeal to pedestrians. Landscaping is proposed for the project on both sides of the Pacific View Avenue sidewalk, which softens the visual appearance of the parking lot from the street and residences across the street. Increased landscape planter widths also provide larger areas to integrate landscape screening for the above ground utilities and pay machine.

4. The granting of Special Permits will be consistent with objectives of the Downtown Specific Plan in achieving a development adapted to the terrain and compatible with the surrounding environment. The frontage of the development along Pacific View Avenue provides the environmentally-friendly pedestrian-oriented experience by incorporating wider landscape planters with wider sidewalks. It makes walking safer and more appealing by averaging the widths of the landscape planters adjacent to the parking lot. The incorporation of the special permits into the project benefits the overall design and therefore provides a better living environment for the resident, tenant, customer, and visitor to the downtown area.
5. The granting of Special Permits is consistent with the policies of the Coastal Element of the City's General Plan and the California Coastal Act. The project is consistent with the Coastal Element goals, objectives, and policies as noted under the Entitlement Plan Amendment findings. Public services are currently available to the project site, as well as the surrounding parcels, and the project includes improvements to existing infrastructure to ensure adequate service after project implementation. Views of the beach/ocean will be available from locations along the public sidewalk, along the inland side of PCH, and from terraced decks within the commercial development. The proposed special permits in conjunction with Entitlement Plan Amendment No. 13-001 and Variance No. 13-008 will comply with State and Federal Law.

SUGGESTED FINDINGS OF APPROVAL – VARIANCE NO. 13-008:

1. The granting of Variance No. 13-008 for a minimum 17 ft. wide drive aisle in lieu of 26 ft. for valet parking in the lower level of the garage will not constitute a grant of special privilege inconsistent with limitations upon other properties in the vicinity and under an identical zone classification. The variance addresses unique development constraints related to the subject property including its surroundings, existing improvements, and grade differential. The variance will not constitute a grant of special privilege because the property's existing physical conditions limit the location of new structures. Additionally, other properties in the vicinity have been designed with tandem valet stalls to maximize efficiency of their parking structures.
2. Because of special circumstances applicable to the subject property, including topography, location, or surroundings and existing improvements the strict application of the zoning ordinance is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification. The subject site is located in the coastal zone, has a significant grade differential, contains an existing partially constructed subterranean garage, and is subject to a high water table. Additional parking is not feasible within the partially constructed garage footprint without compromising the integrity of the building and site. Other properties in the vicinity do not have existing improvements limiting the proposed improvements. Granting the deviation in drive aisle widths for valet parking in the lower level of the garage allows the subject property to enjoy the same privileges as the other properties in the vicinity and under identical zone classification.
3. The granting of a variance is necessary to preserve the enjoyment of one or more substantial property rights. The requested variance is necessary to allow the proposed project to be developed with a visitor-serving commercial shopping center to serve the downtown area. Granting the requested variance will not affect the overall visual character and scale of the proposed development onsite in

the context of the surrounding area. The subject site is able to enjoy the right to develop the site in accordance with District 2 of the Downtown Specific Plan and adequate parking to serve the needs of the project will be provided according to the Parking Demand Analysis.

4. The granting of the variance will not be materially detrimental to the public welfare or injurious to property in the same zone classification and will not adversely affect the General Plan. The development of the commercial retail center will not be materially detrimental to the public welfare because the proposed buildings are designed to be consistent with the scale and character of the surrounding area. The proposed two-story structures will be consistent with the established development pattern in the vicinity. Additionally, adequate parking to serve the needs of the project will be provided according to the Parking Demand Analysis. The granting of the variance is consistent with the Land Use Element designation of CV-F7-sp (Commercial Visitor- 3.0 FAR – Specific Plan Overlay) on the subject property.

SUGGESTED CONDITIONS OF APPROVAL – ENTITLEMENT PLAN AMENDMENT NO. 13-001/SPECIAL PERMIT NO. 13-001/VARIANCE NO. 13-008:

1. The site plan, floor plans, and elevations received and dated August 1, 2013 shall be the conceptually approved design with the following modifications:
 - a. The interior of the parking structure shall be painted in white and lighting shall be located directly between parking stalls or in the center of parking structure aisles. Cameras shall be placed at the entrance and exit of the parking structure as well as elevator waiting areas, stairwells, trash areas, and bicycle areas. The cameras shall record 24 hours, seven days a week. Minimum 800 MHz radio antennas shall be installed so that emergency personnel can effectively receive/transmit in the parking structure. **(PD)**
 - b. The Police Substation shall be depicted on the floor plan. Two of the onsite parking spaces shall be designated for police vehicles. **(PD)**
 - c. The elevator equipment shaft on the east elevation shall be architecturally integrated with the design of the building. **(DRB)**
 - d. The stairwell locations (west elevation at the health club and north elevation near the east ramp) shall incorporate visibility (i.e., windows), as feasible, into the stairwell. **(DRB)**
 - e. The entrances to the restrooms shall be flush to the building walls rather than setback from the alcove design. **(DRB)**
 - f. The relocated pedestrian corridor easement shall incorporate a minimum 8 ft. wide walkway.
 - g. The plans shall depict the continuation of the 20 ft. wide pedestrian corridor easement along the north side of Pacific View Avenue connecting with the subject site.
 - h. A minimum 6 ft. wide sidewalk shall meander along the east side of First Street with a minimum 4 ft. wide landscape planter adjacent to the curb.

- i. Utilities located in landscaped planters along Pacific View Avenue and First Street shall be adequately screened by landscaping subject to review and approval by the Planning Division, Fire Department, and Public Works Department. Utilities shall be grouped together and reduced in height, to the maximum extent feasible, and shall not be located within sidewalks.
 - j. Bicycle parking shall be provided for a minimum storage of 57 bicycles onsite.
 - k. The "Pay & Display" stations within the parking lot shall be located a minimum of 15 ft. from the north property line, except for one pay station between the parallel parking stalls located at a minimum setback of 11 ft.
 - l. The below grade parking structure for the commercial development shall be redesigned to address the detailed recommendations per Condition of Approval No. 5f.
-
2. The Parking Demand Analysis received and dated August 8, 2013, and Parking Management Plan dated July 30, 2013, shall be the approved parking analysis and parking plan with the applicable revisions per Condition of Approval No. 1.
 3. Incorporating sustainable or "green" building practices into the design of the proposed structures and associated site improvements is highly encouraged. Sustainable building practices may include (but are not limited to) those recommended by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program certification (<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>) or Build It Green's Green Building Guidelines and Rating Systems (<http://www.builditgreen.org/green-building-guidelines-rating>).
 4. Prior to issuance of grading permits, the following shall be completed:
 - a. The final hardscape and landscape design of the relocated pedestrian corridor along the east property line shall be subject to review and approval by the Director of Planning and Building.
 - b. At least 14 days prior to any grading activity, the applicant/developer shall provide notice in writing to property owners of record and tenants of properties within a 500-foot radius of the project site as noticed for the public hearing. The notice shall include a general description of planned grading activities and an estimated timeline for commencement and completion of work and a contact person name with phone number. Prior to issuance of the grading permit, a copy of the notice and list of recipients shall be submitted to the Planning Division.
 - c. All project and entitlement related mitigation measures, code requirements, and conditions of approval of the original Pacific City project shall remain in effect (including but not limited to: street and frontage improvements, sewer, water and storm drain infrastructure improvements, traffic mitigation fair share contributions, traffic signals, signing and striping, completion of Pacific View Avenue, medians, traffic impact fees, decorative paving, street lighting, street dedications, pedestrian easements, et. al). (PW)
 - d. All existing Agreements between the City of Huntington Beach and the original Pacific City property owner shall be replaced with comparable agreement(s) to be approved by and executed with the City and the new property owner(s). (PW)

5. Prior to submittal for building permits, the following shall be completed:
 - a. One set of project plans and one 11 inch by 17 inch set of all colored renderings and elevations, revised pursuant to Condition of Approvals and Code Requirements, shall be submitted for review, and approval and inclusion in the entitlement file, to the Planning Division.
 - b. Zoning entitlement conditions of approval, code requirements identified herein and code requirements identified in separately transmitted memorandum from the Departments of Fire and Public Works shall be printed verbatim on one of the first three pages of all the working drawing sets used for issuance of building permits (architectural, structural, electrical, mechanical and plumbing) and shall be referenced in the sheet index. The minimum font size utilized for printed text shall be 12 point.
 - c. An "Acceptance of Conditions" form shall be properly executed by the developer and an authorized representative of the owner of the property, recorded with the County Recorder's Office, and returned to the Planning Division for inclusion in the entitlement file. Conditions of approval shall remain in effect in the recorded form in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.
 - d. The applicant shall submit written consent from the Pacific City Residential property owner for the continuation of the 20 ft. wide pedestrian corridor along the northern edge of Pacific View Avenue and crossing the second intersection of the street near the proposed relocation of the pedestrian corridor easement on the subject site.
 - e. The subject property shall enter in an irrevocable offer to dedicate access between the subject site and adjacent easterly property (hotel). The location and width of the accessway shall be reviewed and approved by the Planning Division and Public Works Department. The subject property owner shall be responsible for making necessary improvements to implement the reciprocal access. The legal instrument shall be submitted for review and approval by the Planning Division and the City Attorney as to form and content and, when approved, shall be recorded in the Office of the County Recorder prior to final building permit approval. The recorded agreement shall remain in effect in perpetuity, except as modified or rescinded pursuant to the expressed written approval of the City of Huntington Beach.
 - f. A Parking Review Plan shall be submitted to the Planning and Building Department for review and approval by the Planning Division and Public Works Department. The Parking Review Plan shall be prepared by a third party parking consultant that includes recommendations and detailed comments regarding the circulation and design layout of the below grade parking structure for the commercial development.
6. Upon acceptance of the irrevocable offer for reciprocal access by the adjacent easterly property owner at a future date, the subject property shall complete the improvements on the subject site.
7. Prior to the issuance of building permits for any new building on the podium level, the following shall be completed:

- a. A Lot Line Adjustment to move the lot line between Parcel 2 (subject site) and Parcel 3 (hotel) shall be reviewed and approved by the Planning Division and submitted to the Public Works Department.
 - b. A Legal Description and Plat of the proposed Public Pedestrian Easement dedication to the City shall be prepared by a licensed surveyor or registered Civil Engineer authorized to practice land surveying and submitted to the Public Works Department for review and approval. **(PW)**
 - c. A Legal Description and Plat of the existing Public Pedestrian Easement areas (from recorded Tract Map No. 16338) to be vacated shall be submitted to the Public Works Department for further processing of this easement vacation. **(PW)**
 - d. The southerly 9 feet of the existing Pacific View Avenue right-of-way (from recorded Tract Map No. 16338) shall be vacated. A Legal Description and Plat of this vacation area shall be submitted to the Public Works Department for further processing. **(PW)**
 - e. A public art element, approved by the Design Review Board, Director of Planning and Building, and the Cultural Services Supervisor, shall be depicted on the plans. Public Art shall be innovative, original, and of artistic excellence; appropriate to the design of the project; and reflective of the community's cultural identity (ecology, history, or society).
 - f. To control large groups from gathering, provide an outdoor seating/furniture and landscape plan that incorporates Crime Prevention through Environmental Design methods, subject to review and approval by the Police Department and Planning Division.
8. The structure(s) cannot be occupied, the final building permit(s) cannot be approved, and utilities cannot be released, and Certificate of Occupancy cannot be issued until the following has been completed:
- a. If the hotel is not under construction when the retail requests a final building permit inspection, then the retail property owner shall submit an interim improvement plan for the hardscape/landscaped area east of the market building to the Planning and Building Department for review and approval.
 - b. A Lot Line Adjustment to move the lot line between Parcel 2 (subject site) and Parcel 3 (hotel) of Tract Map No. 16338 shall be approved and recorded. **(PW)**
 - c. Any portion of the proposed public sidewalk along the project's First Street frontage which is shown on private property shall require a Public Pedestrian Easement dedication to the City. Said dedication shall be approved and recorded prior to final inspection or occupancy. **(PW)**
 - d. The project's existing License and Maintenance Agreement shall be amended (including both agreement verbiage and associated exhibits) to address the revised Public Pedestrian Easements. **(PW)**
 - e. Relocation of the Public Pedestrian Easement (from that shown on recorded Tract Map No. 16338) shall be recorded. **(PW)**

- f. A Planned Sign Program shall be submitted under separate application, subject to review by the Design Review Board, which includes signage for the tenants, retail development, and subterranean parking structure. Signage within the parking structure shall include phone numbers for security and police. The program shall be reviewed and approved prior to the installation of any new sign.
 - g. All improvements are completed in accordance with approved plans, except as provided for by conditions of approval.
9. All conditions of approval and mitigation measures required under Environmental Impact Report No. 02-01, Tentative Tract Map No. 16338, Conditional Use Permit No. 02-20, Special Permit No. 02-04, Coastal Development Permit No. 02-12, Entitlement Plan Amendment No. 06-02, Entitlement Plan Amendment No. 08-01, Entitlement Plan Amendment No. 12-005, Entitlement Plan Amendment No. 12-007, and Entitlement Plan Amendment No. 12-009 for Pacific City shall remain valid, with exception of the conditions of approval identified in No. 1 above, as modified herein.
10. The use shall comply with the following:
- a. Valet parking shall be required for employees commuting to work in vehicles.
 - b. The hours of operation for outdoor live entertainment within the public plazas/open space areas shall be limited to between 10:00 AM and 10:00 PM.
11. A Conditional Use Permit and Entertainment Permit shall be required for restaurants/nightclubs requesting for live entertainment and/or dancing.
12. The development services departments (Building & Safety, Fire, Planning and Public Works) shall be responsible for ensuring compliance with all applicable code requirements and conditions of approval. The Director of Planning and Building may approve minor amendments to plans and/or conditions of approval as appropriate based on changed circumstances, new information or other relevant factors. Any proposed plan/project revisions shall be called out on the plan sets submitted for building permits. Permits shall not be issued until the Development Services Departments have reviewed and approved the proposed changes for conformance with the intent of the Planning Commission's action. If the proposed changes are of a substantial nature, an amendment to the original entitlement reviewed by the Planning may be required pursuant to the provisions of HBZSO Section 241.18.
13. Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008 shall become null and void unless exercised within two years of the date of final approval by the Planning Commission or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning Division a minimum 30 days prior to the expiration date.

INDEMNIFICATION AND HOLD HARMLESS CONDITION:

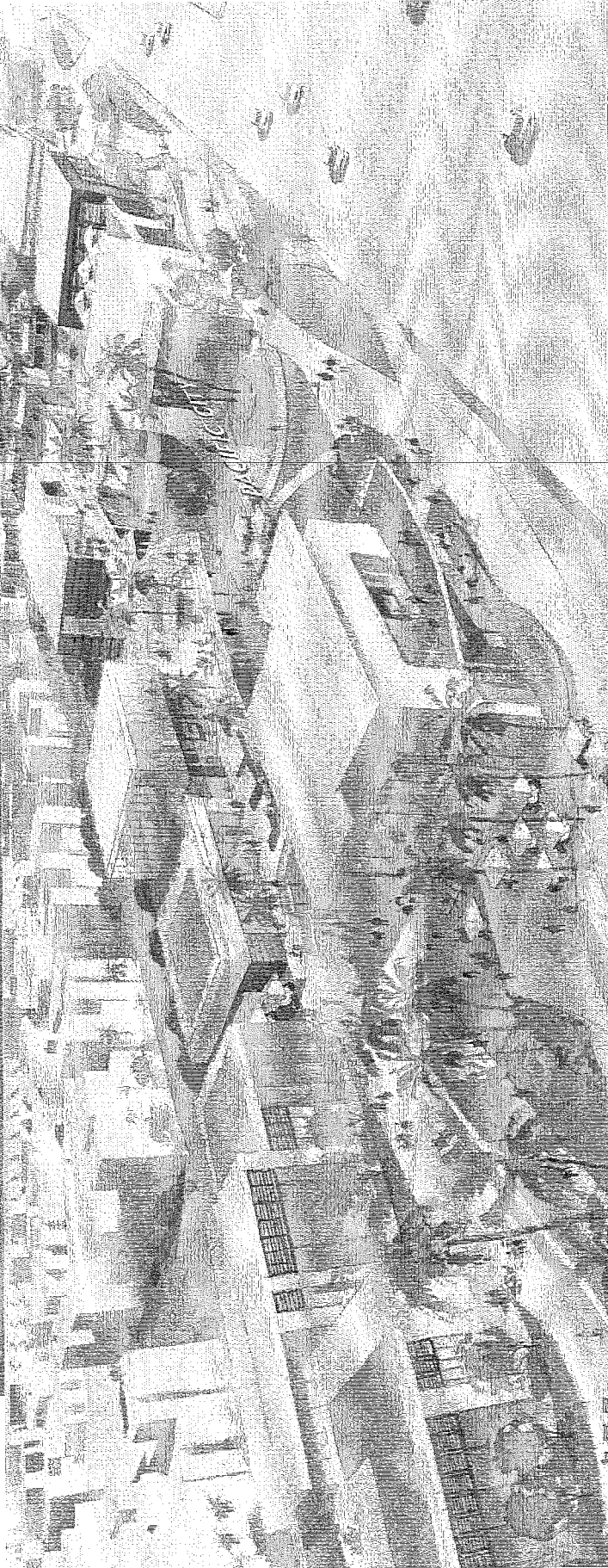
The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or

employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

RECEIVED
AUG 01 2013
Dept. of Planning
& Building

entitlement
plan amendment
package

PACIFIC
CITY



CAPITAL PARTNERS, INC.
922 Laguna St, Santa Barbara, CA 93101
Contact Phone: (805) 962-4300



JULY 17, 2013



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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

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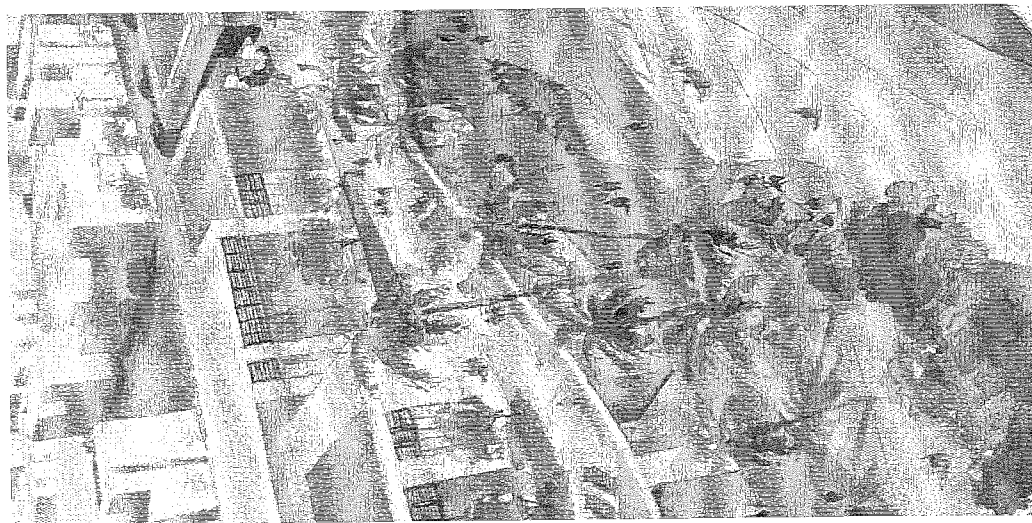
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CAPITAL PARTNERS, INC.

A-001
TITLE SHEET

JULY 17, 2013



VISITOR SERVING COMMERCIAL PROGRAM - RETAIL CENTER

Commercial Village Parcel

PROGRAM USE	PROGRAM AREAS SF				PARKING REQUIRED	
	LEVEL1	LEVEL2	TOTAL	FLOORS	PARKING RATIO	PARKING REQUIRED
RETAIL	63,885 SF	33,417 SF	97,302 SF	2	1 SPACE/200 SF	481 SPACES
HEALTH CLUB	4,537 SF	20,201 SF	24,738 SF	2	1 SPACE/200 SF	124 SPACES
HEALTH CLUB GROUP INSTRUCTION		3,550 SF	3,550 SF		1 SPACE/100 SF	36 SPACES
RESTAURANTS	6,368 SF	38,325 SF	44,723 SF	2	1 SPACE/100 SF	447 SPACES
MARKET HALL - RETAIL	16,285 SF		16,285 SF	1	1 SPACE/200 SF	77 SPACES
MARKET HALL - FOOD AND BEVERAGE SALES	4,522 SF		4,522 SF	1	1 SPACE/200 SF	23 SPACES
TOTAL	95,607 SF	95,493 SF	191,100 SF	2		
MARKET HALL OUTDOOR DINING	782 SF		782 SF	1	1 SPACE/100 SF	8 SPACES
OUTDOOR DINING	1,743 SF	10,622 SF	12,365 SF	2	1 SPACE/100 SF	124 SPACES
OFFICE		1,095 SF	1,095 SF	1	1 SPACE/250 SF	4 SPACES
TOTAL	96,132 SF	107,210 SF	205,342 SF	2		1,334 SPACES
TOTAL PARKING REQUIRED	1334 SPACES					
PARKING PROVIDED						
PARKING STRUCTURE	903 SPACES (Self-parking for Lower and Upper Levels)					
SITE	75 SPACES					
VALET	56 SPACES (Lower Level)					
TOTAL	1073 SPACES					

A-002
PROGRAM
JULY 17, 2013

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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

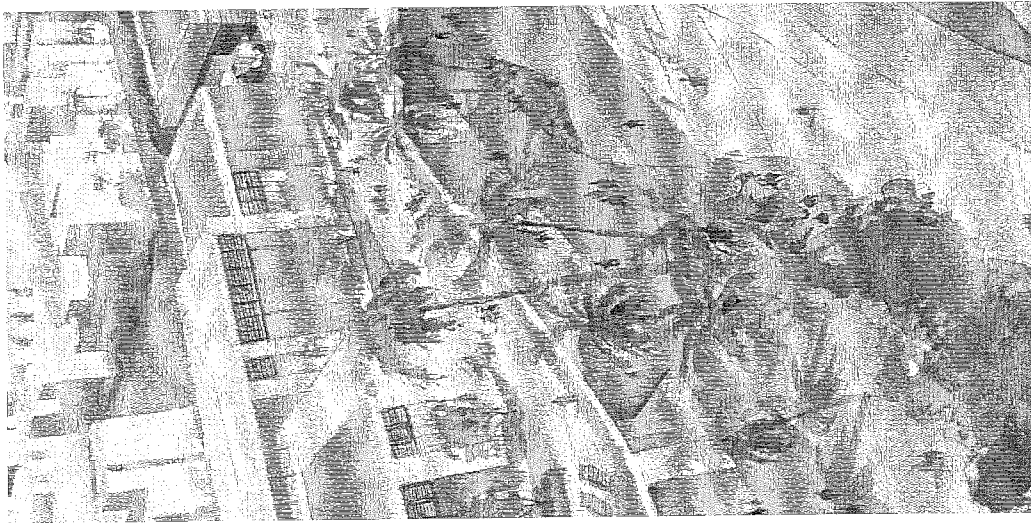
VISITOR SERVING COMMERCIAL - RETAIL CENTER

ZONING MATRIX

PROPERTY AREA: 312,781 sq. ft.
GROSS LEASABLE AREA: 191,100 sq. ft.

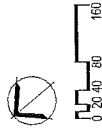
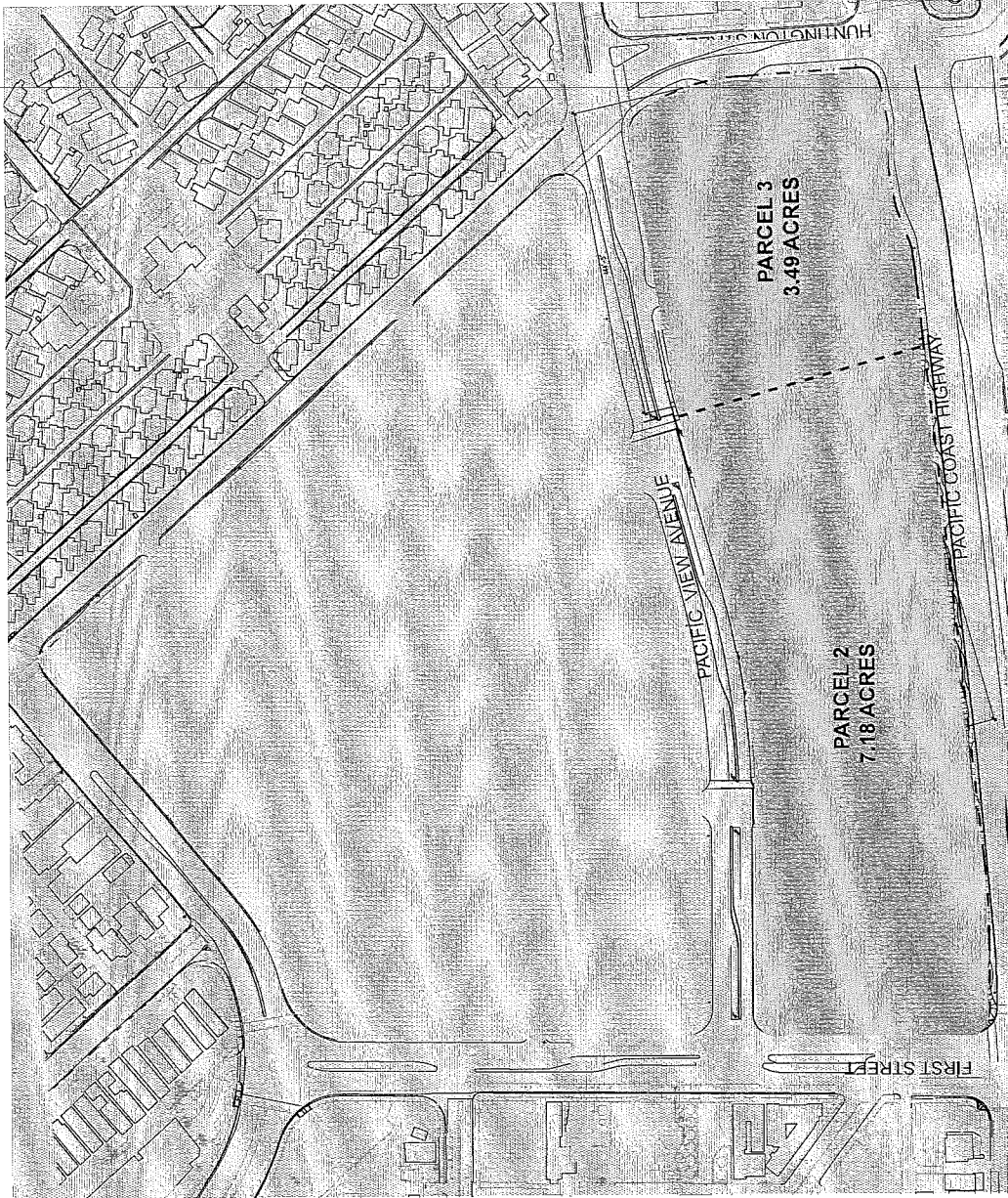
GENERAL PLAN DESIGNATION: CV-17-SP
SUB AREA 4C (PCHLAKE ST)

	ZONING CODE	DOWNTOWN SPECIFIC PLAN (SP)	CONDITIONAL USE PERMIT (CUP)	PACIFIC CITY (provided)
	Huntington Beach Zoning Subdivision Ordinance (HBZSO)	Downtown SP-5 District-2	No. 02-20 Special Permit No. 02-04 Coastal Development Permit No. 02-12	Commercial Retail Center
MAX. SITE COVERAGE	1.5	50% of Net Site Area	191,100 sq. ft.	153,068 sq. ft. (49% of site area)
MAX. F.A.P.	50 ft.	6 Stories	3.0	0.83
MAX. BUILDING HEIGHT	50 ft.	Min. 10 ft. between Buildings	8 Stories	2 Stories
BUILDING SEPARATION		Min. 6 ft. from Palo Verde Bldg		Min. 10 ft. between Buildings
STOREFRONT GLAZING		Min. 60% Glass		Min. 60% Glass
SETBACKS	Streetfront Bulkheads	Min. 18" Max. 36"		Min. 18" Max. 36"
UPPER STORY	Structures above 2nd Floor	None	None	NA
FRONT YARD	50 ft. on PCH or 25 ft. setback entirely landscaped	50 ft. from PCH	30 ft.	30 ft. at PCH
INTERIOR SIDE YARD	None	None		Min. 17 ft.
EXTERIOR SIDE YARD	None	20 ft.		North = 20 ft. from 1st st.
REAR YARD	None	20 ft. from Pacific View Ave	15 ft.	15 ft. from Pacific View Ave.
SETBACK LANDSCAPING		Min. 70% Softscape Max. 30% Hardscape		Min. 70% Softscape Max. 30% Hardscape
SIDEWALK				8 ft. setback along PCH frontage With Min. 20 ft. wide entries
Max. Wall Plans Dimensions Front or Street Side Wall	Max. 100 ft. without breaks/recesses	Max. 100 ft. without breaks/recesses		Max. 50 ft. without breaks/recesses
FENCES		Max. 6 ft. ht. Max. 42" white Front Yard setback change in wall line every 12 ft. min. where visible from public right of way.	Max. 42" retaining wall face along PCH	Max. 42" along PCH
MAX. Slope % for Parking Transition Ramps	10% Transition Ramps			8% Transition Ramps
PARKING			Identify 3 areas:	SEE PAGE A-002 PROGRAM
Bike Racks	8 x 17 ft.			8 Areas Provided
Bicycle space dimensions	0' Parking - 9 x 19 ft. (with striped area between every 2 spaces)			0' Parking - 9 x 19 ft. (with striped area between every 2 spaces)
Stall Dimensions	90' Parking - 9 x 19 ft.	as per HBZSO		90' Parking - 9 x 19 ft.
Side Walk	0' Parking - 1-way, 12 ft. 2-way, 20 ft.			0' Parking - 1-way, 12 ft. 2-way, 20 ft.
Vertical Clearance	90' Parking - 1-way & 2-way, 26 ft.			90' Parking - 1-way & 2-way, 26 ft.
Handicapped Spaces	7 ft. except entry can be 6.67 ft.			7 ft. except entry can be 6.67 ft.
Loading Spaces	3 spaces for buildings exceeding 60,000 sq. ft.	as per HBZSO		per 2010 CBC
MATERIALS		Min. 20% non-toxic, recycled		3 Loading spaces provided 20% non-toxic, recycled materials

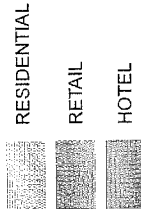


**PACIFIC
CITY**

project
diagrams



LAND USE



D-001
LAND USE DIAGRAM
JULY 17, 2013

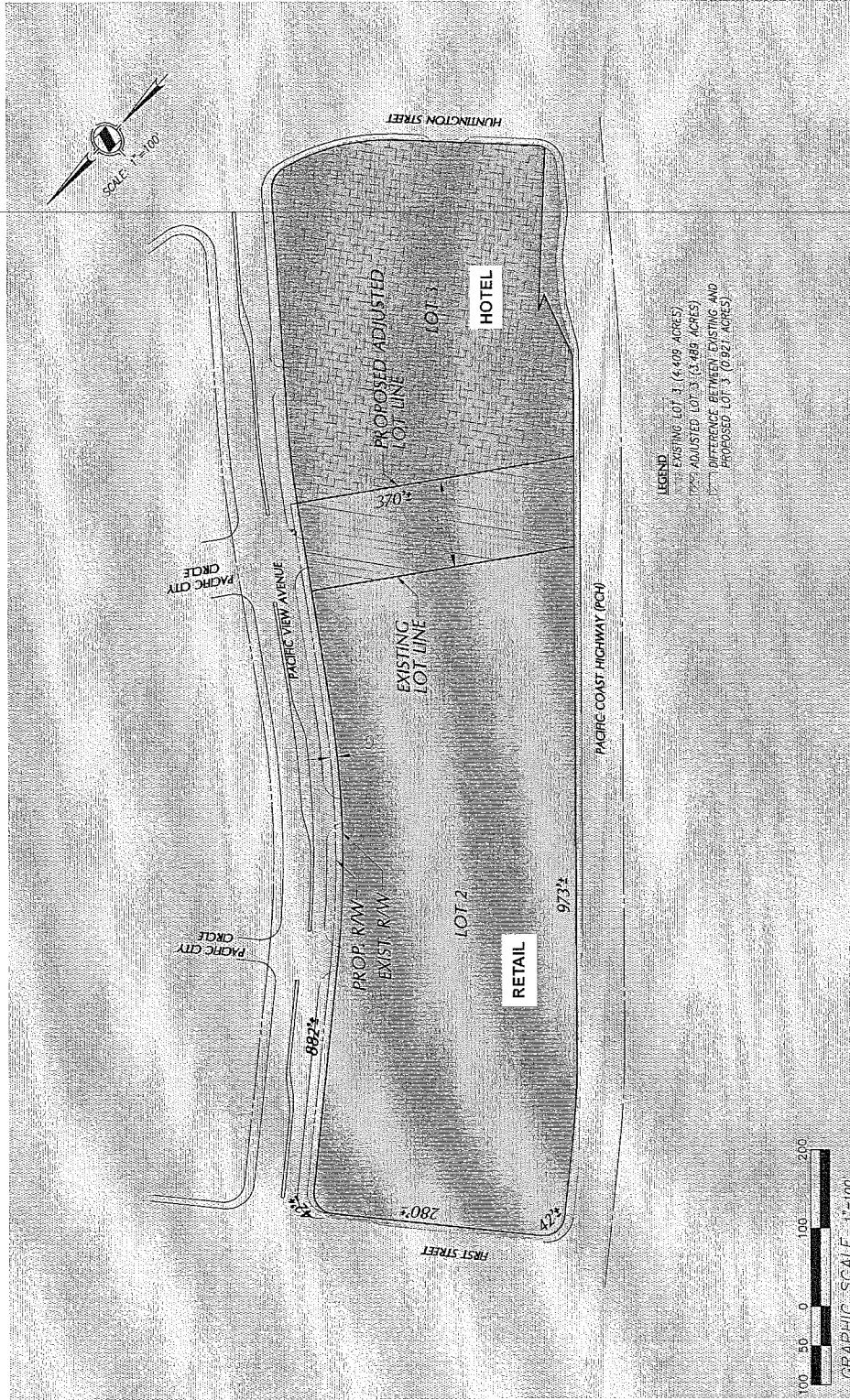
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LANDSCAPE ARCHITECTS

SMS
ARCHITECTS

JERDE
ARCHITECTS

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



RETAIL
HOTEL

PREPARED FOR:
PC GROUP RETAIL, LLC

PREPARED BY:
HUNSAKER & ASSOCIATES
PLANNING • ENGINEERING • SURVEYING
11000 • Irvine, CA 92618 • TEL 949 261-9700 • FAX 949 261-9709

D-002
LOT LINE ADJUSTMENT
DIAGRAM
JULY 17, 2013

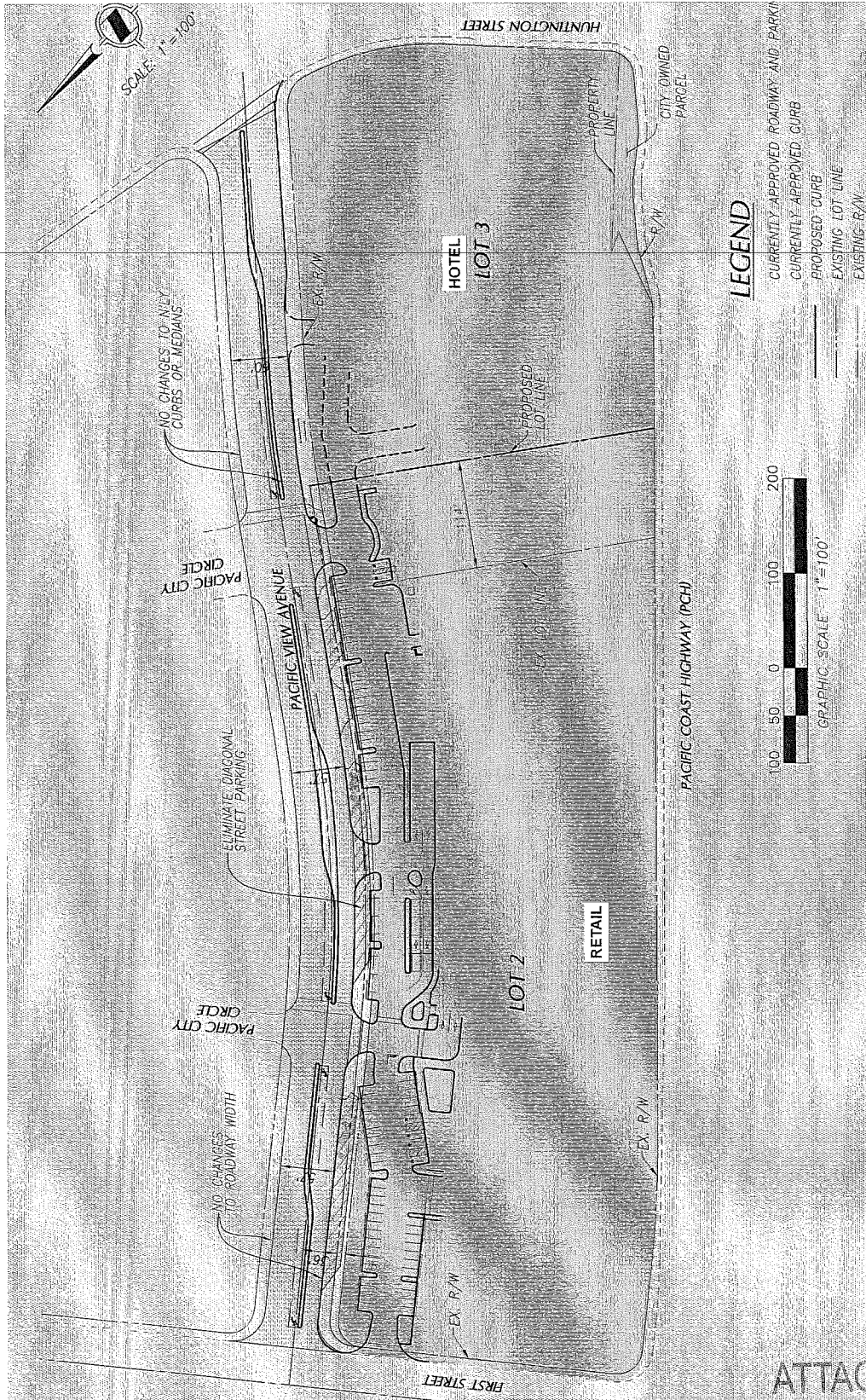
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JERDE
ASSOCIATES

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



PREPARED FOR:
PC GROUP RETAIL, LLC

PREPARED BY:

HUNSAKER & ASSOCIATES
PLANNING • ENGINEERING • SURVEYING
IRVINE, CA 92614 • (949) 251-2000

D-003

PROPOSED CHANGES TO
PACIFIC VIEW AVENUE

JULY 17, 2013

DJM

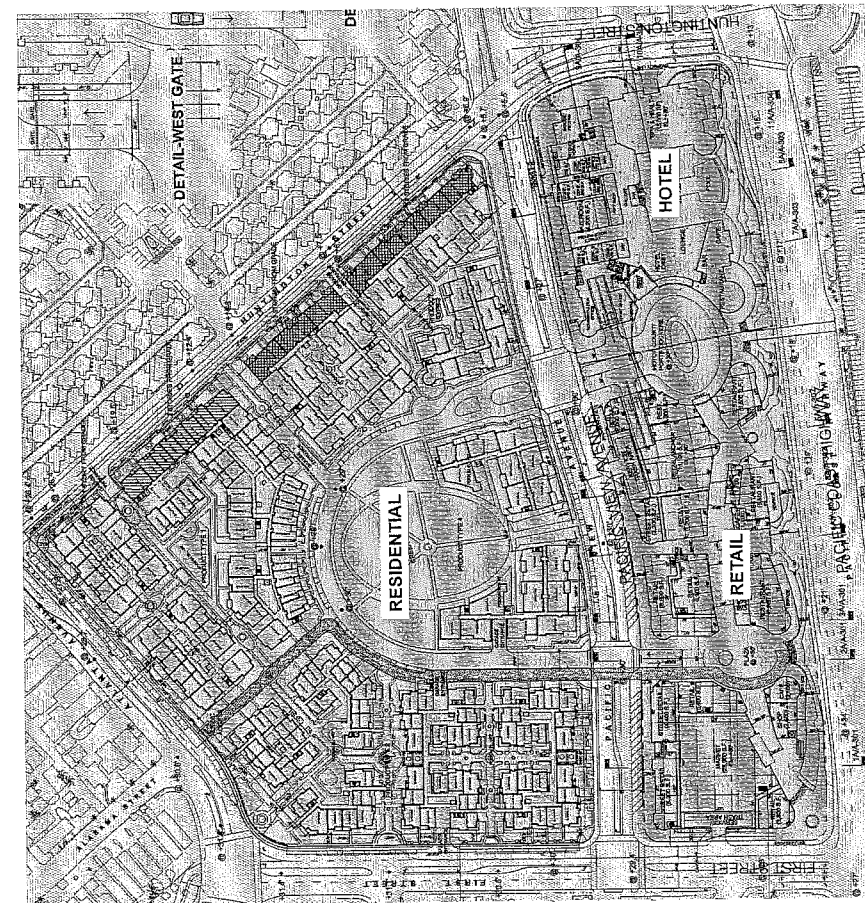
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International Inc.
LANDSCAPE ARCHITECTS

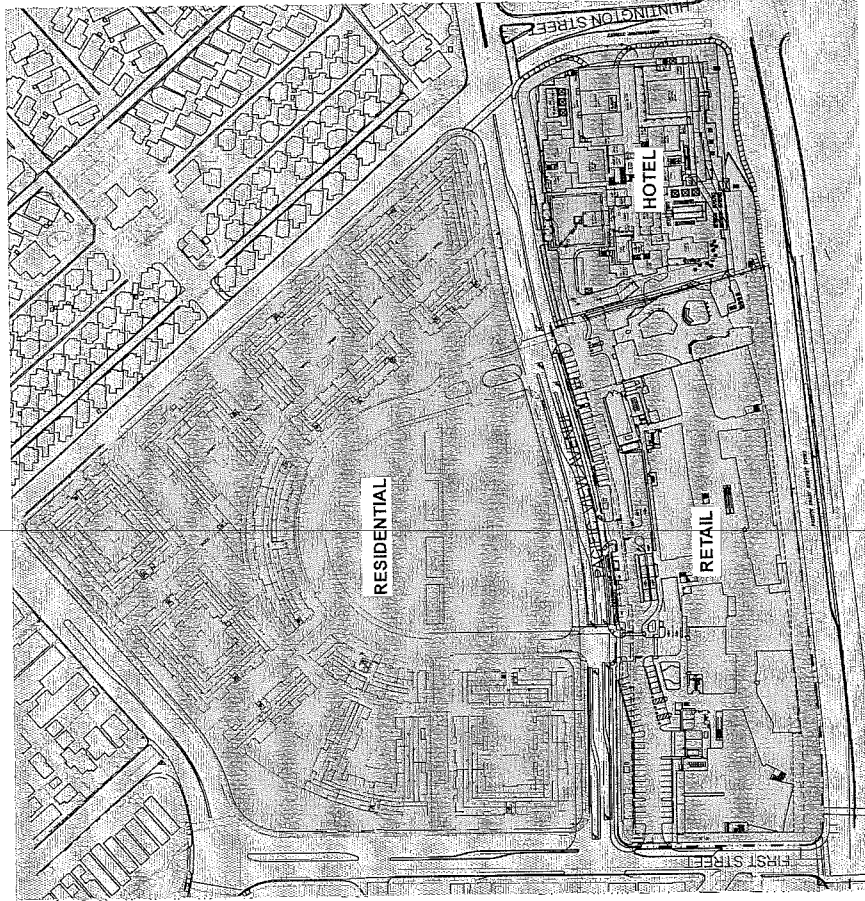
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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



PREVIOUS PLAN



PROPOSED PLAN

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

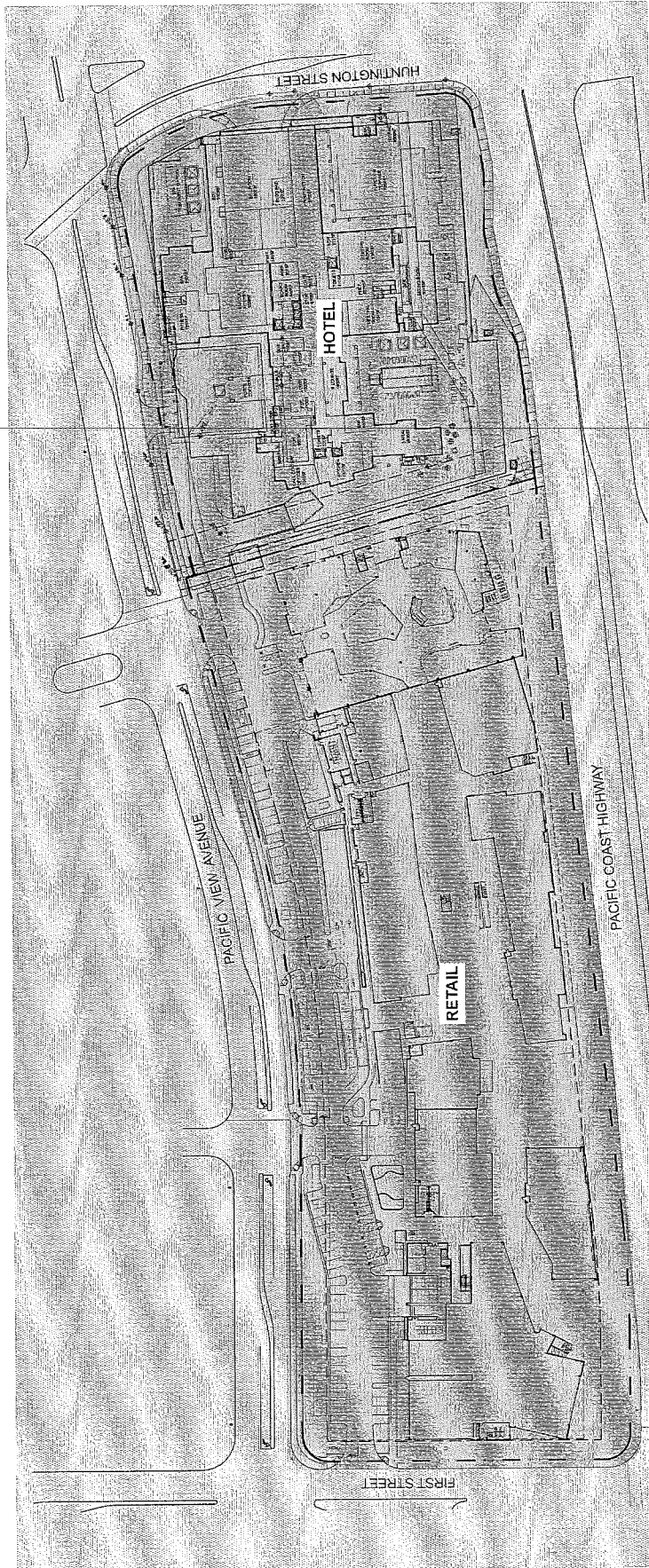
SWS
ARCHITECTS

LIFESCAPES
International Inc
JANISCAVE ARCHITECTS

DIM

CAPITAL PARTNERS, INC.

D-004
PREVIOUS & PROPOSED
PLANS
JULY 17, 2013



D-005
RETAIL AND HOTEL PLAN
JULY 17, 2013

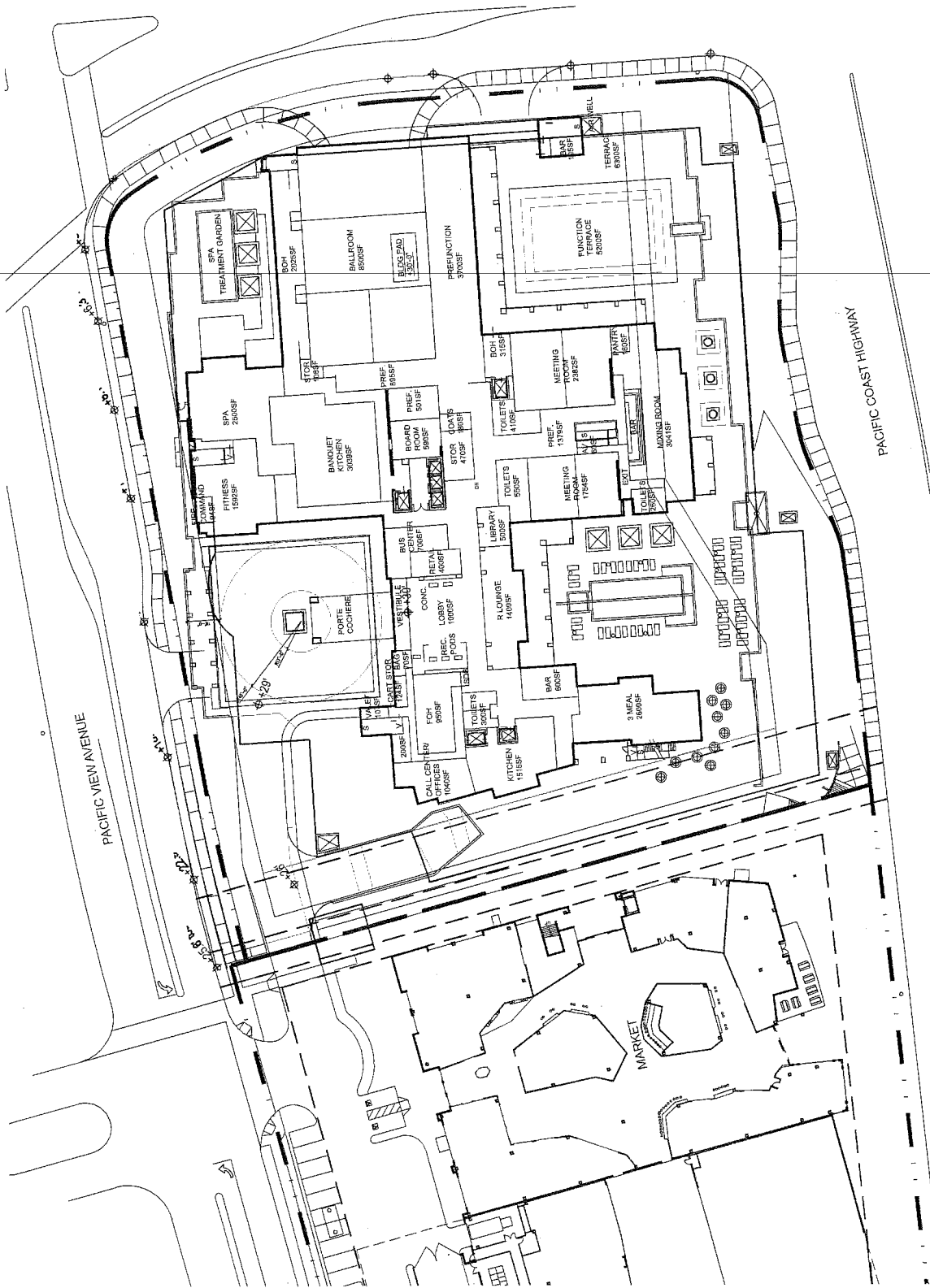
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International Inc.
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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



D-005a
HOTEL PLAN
JULY 17, 2013

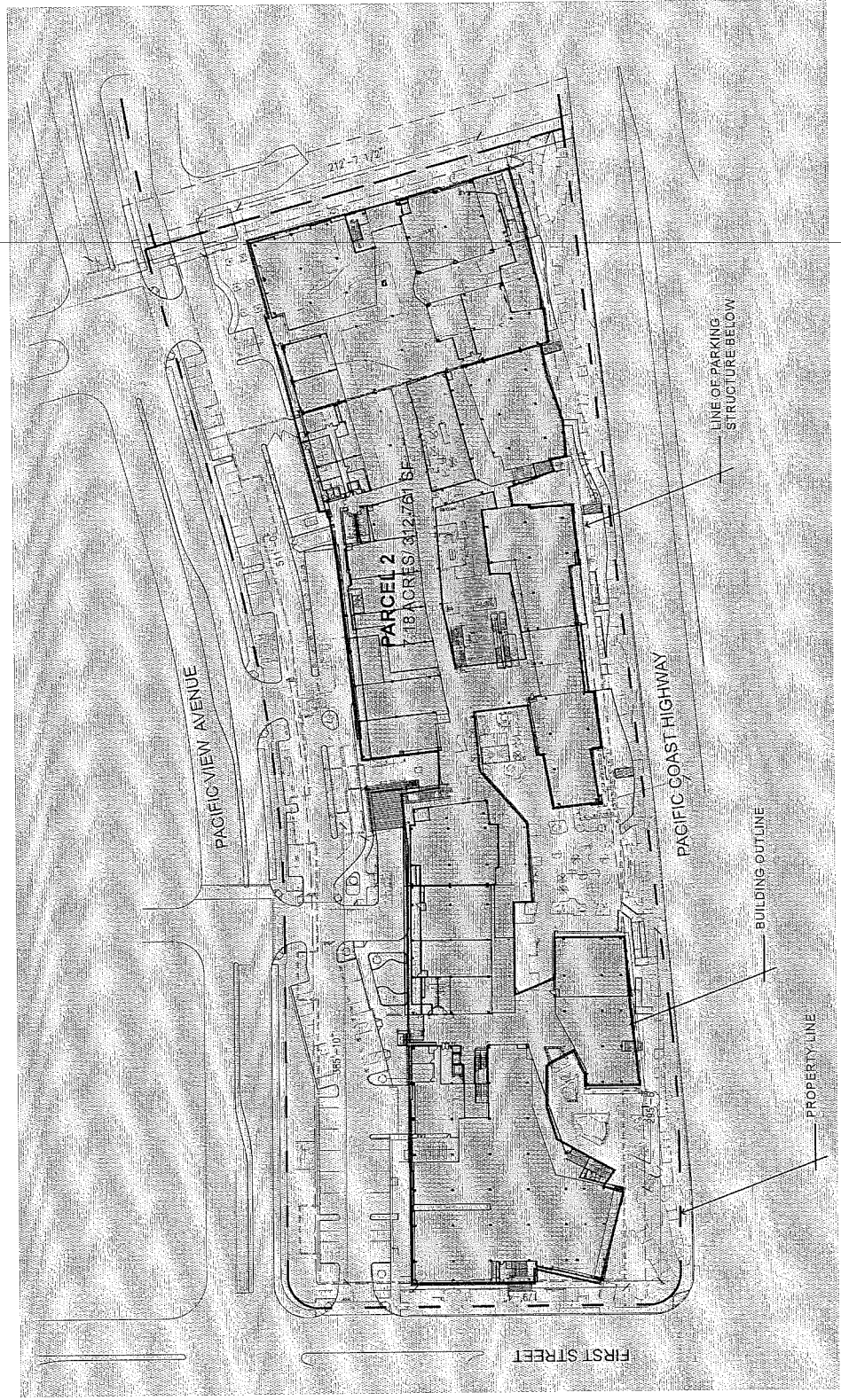
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CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

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ARCHITECTS

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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



PARCEL 2
7.18 ACRES/ 312,761 SF

BUILDING COVERAGE :
153,068 SF (49%)

LOT COVERAGE

BUILDING COVERAGE

LINE OF PARKING BELOW



D-006
LOT COVERAGE DIAGRAM
JULY 17, 2013

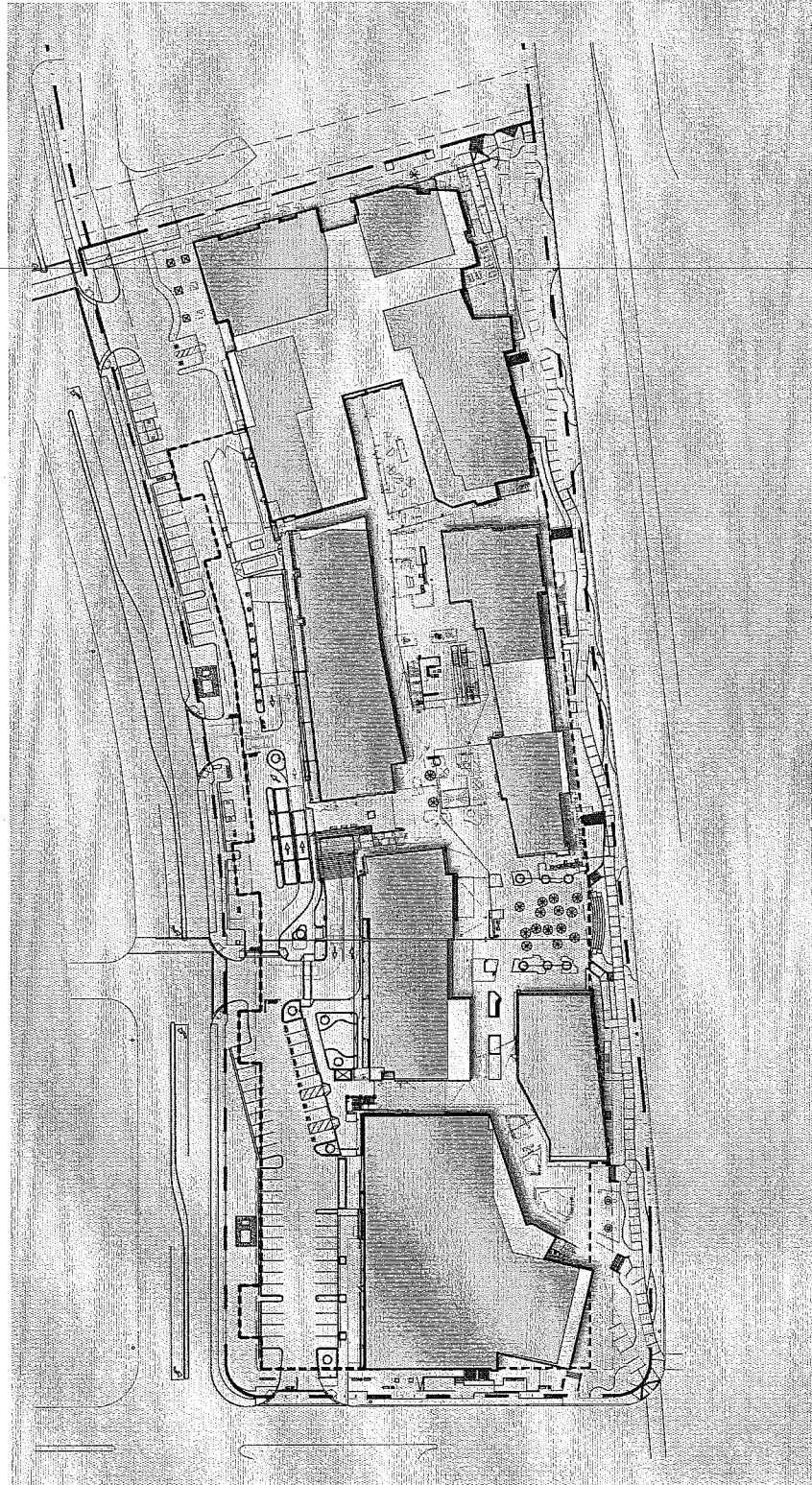
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CAPITAL PARTNERS, INC.

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HUNTINGTON BEACH, CALIFORNIA



BUILDING HEIGHT

LEVEL 1



LEVEL 2



LINE OF PARKING BELOW



D-007
BULK BUILDING HEIGHT
DIAGRAM
JULY 17, 2013

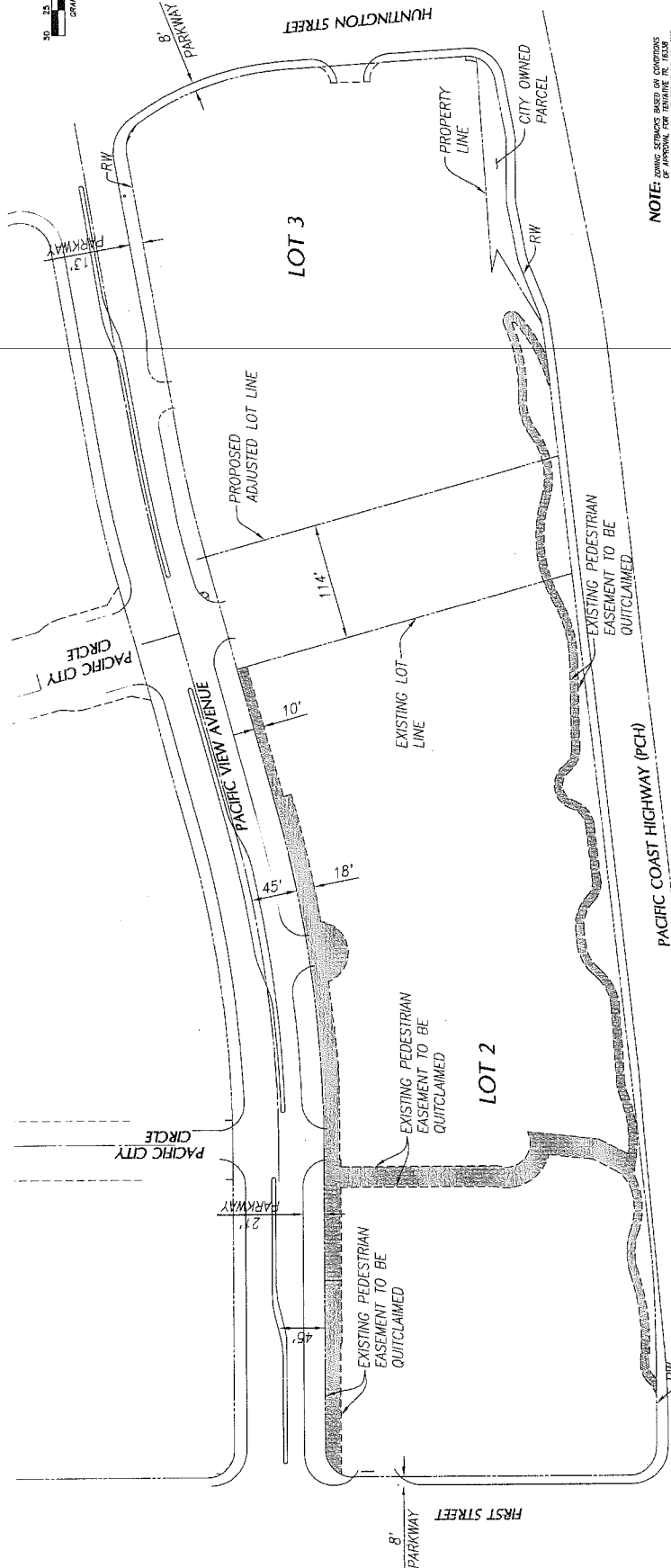
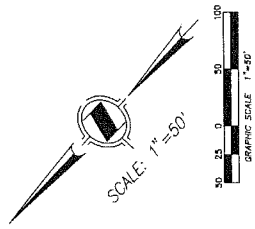


LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS



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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



NOTE: ZONING SERVICES BASED ON CONDITIONS SHOWN ON THE PLAT. THE PLAT IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE PLAT IS NOT TO BE USED FOR ANY OTHER PURPOSES. THE PLAT IS NOT TO BE USED FOR ANY OTHER PURPOSES.

DATE PREPARED: MAY 17, 2013
 PREPARED BY:
HUNSAKER & ASSOCIATES
 1000 S. HUNSAKER AVE.
 SUITE 100
 HUNSAKER, CALIFORNIA 92648
 PHONE: (949) 440-1111
 FAX: (949) 440-1112
 WWW.HUNSAKER.COM

D-008
 EXISTING EASEMENTS
 TO BE QUITCLAIMED
 JULY 17, 2013

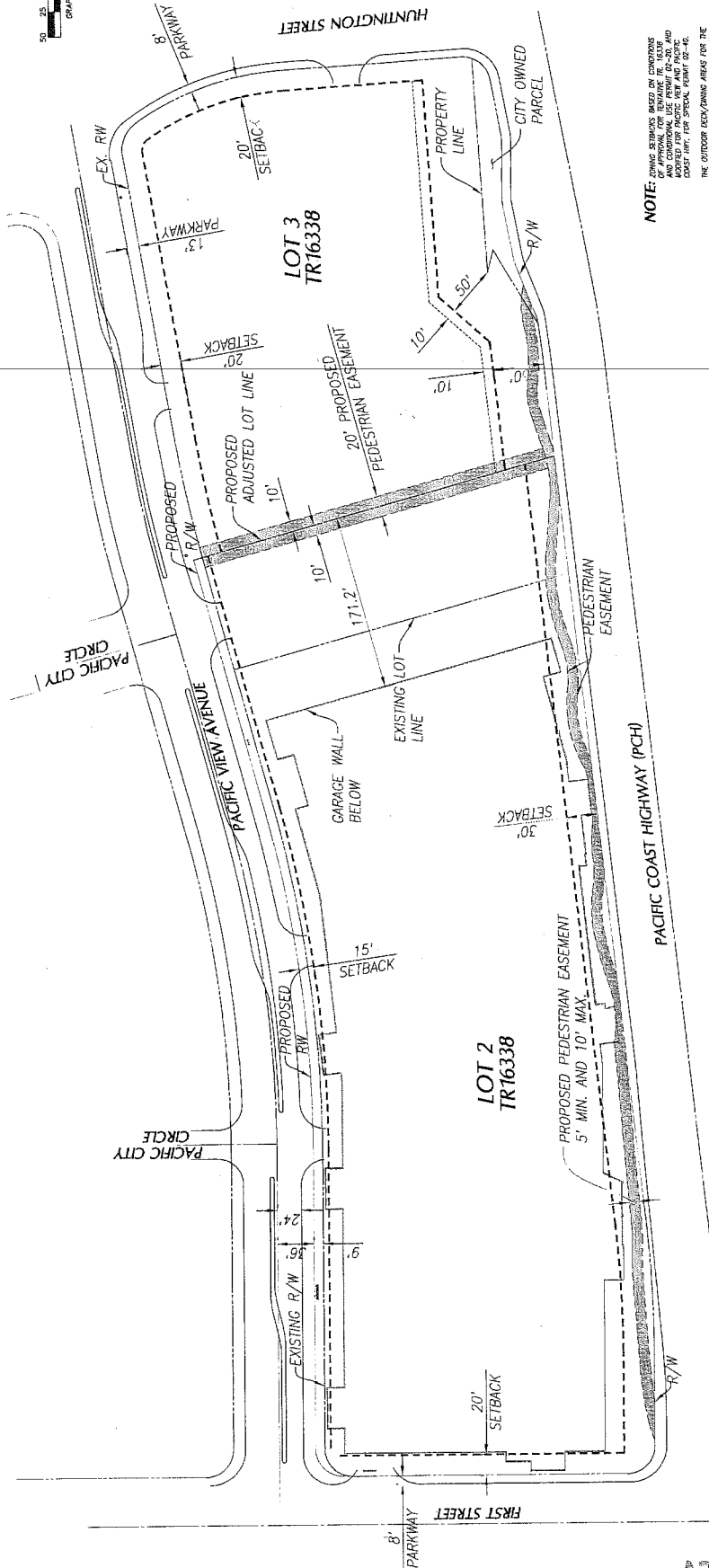
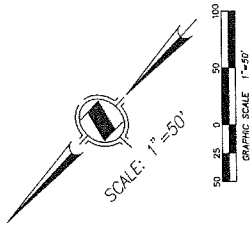
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LIFESCAPES
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 LANDSCAPE ARCHITECTS

SMS
 ARCHITECTS

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PACIFIC CITY
 HUNTINGTON BEACH, CALIFORNIA



NOTE: ZONING SETBACKS BASED ON CONDITIONS OF APPROVAL. SETBACKS FOR LOT 2 AND LOT 3 ARE BASED ON THE CITY OF PACIFIC CITY ZONING ORDINANCE, CHAPTER 12.16. THE OUTSIDE REAR FACING AREAS OF THE HOTEL, RESTAURANT, AND POOL BETWEEN THE CITY OWNED PARCEL AND LOT 3 SHALL HAVE A MINIMUM SETBACK OF 25' FROM POOL.

DATE PREPARED: MAY 17, 2013

PREPARED FOR:
PC GROUP RETAIL, LLC

PREPARED BY:
HUNSAKER & ASSOCIATES
1000 N. GARDEN STREET
SUITE 100
PACIFIC CITY, CA 92650
PH: 949.241.1111
WWW.HUNSAKER.COM

D-009
SETBACKS, RIGHT-OF-WAYS
AND EASEMENTS
JULY 17, 2013

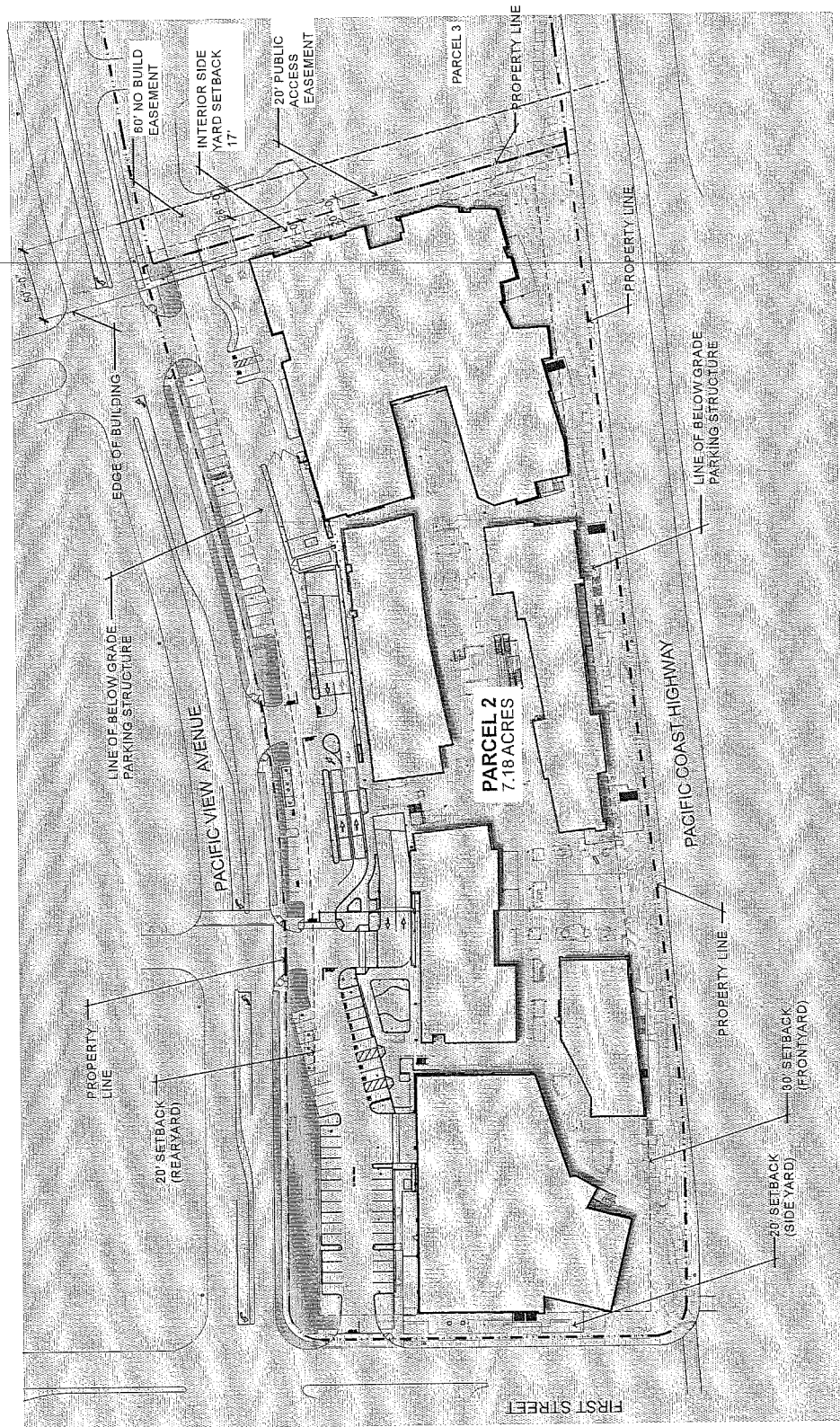
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LIFESCAPES
International Inc
LIFE SCAPES ARCHITECTS

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ARCHITECTS

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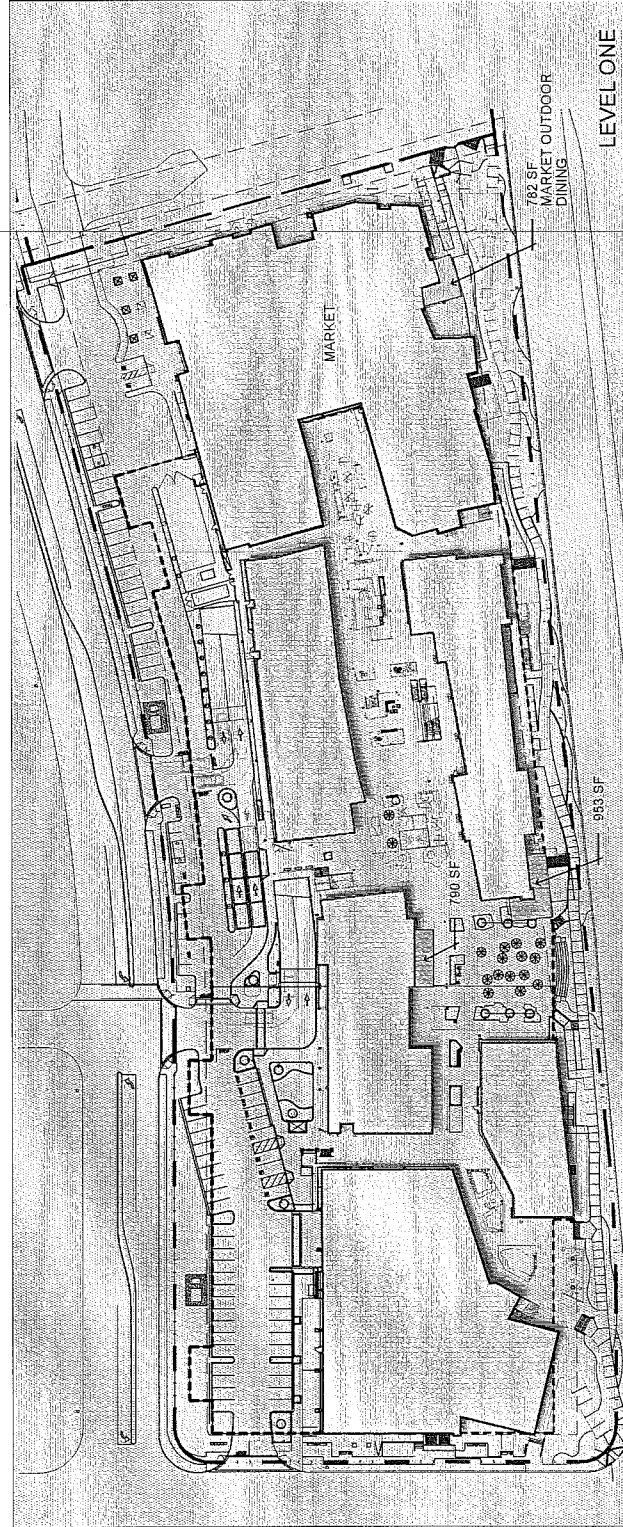
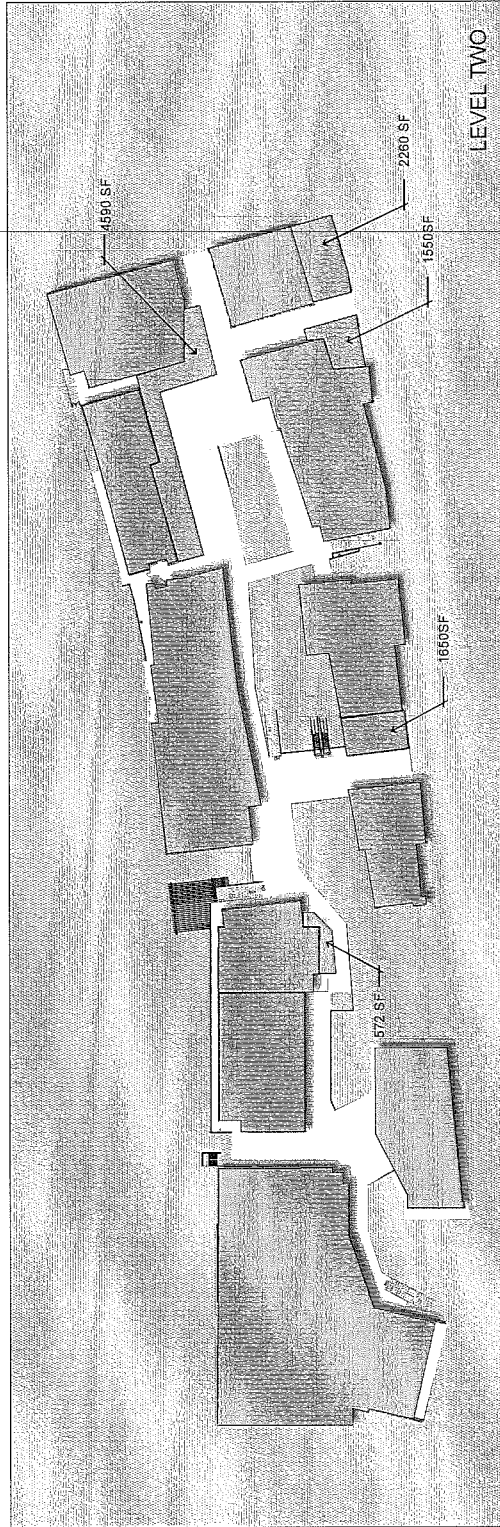
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HUNTINGTON BEACH, CALIFORNIA



D-010
SETBACK AND EASEMENT
DIAGRAM
 JULY 17, 2013



PACIFIC CITY
 HUNTINGTON BEACH, CALIFORNIA



OUTDOOR DINING



LEVEL ONE	1,743 SF
LEVEL TWO	10,622 SF
MARKET DINING	782 SF
TOTAL	13,147 SF



D-011
OUTDOOR DINING
DIAGRAM
JULY 17, 2013

DJM

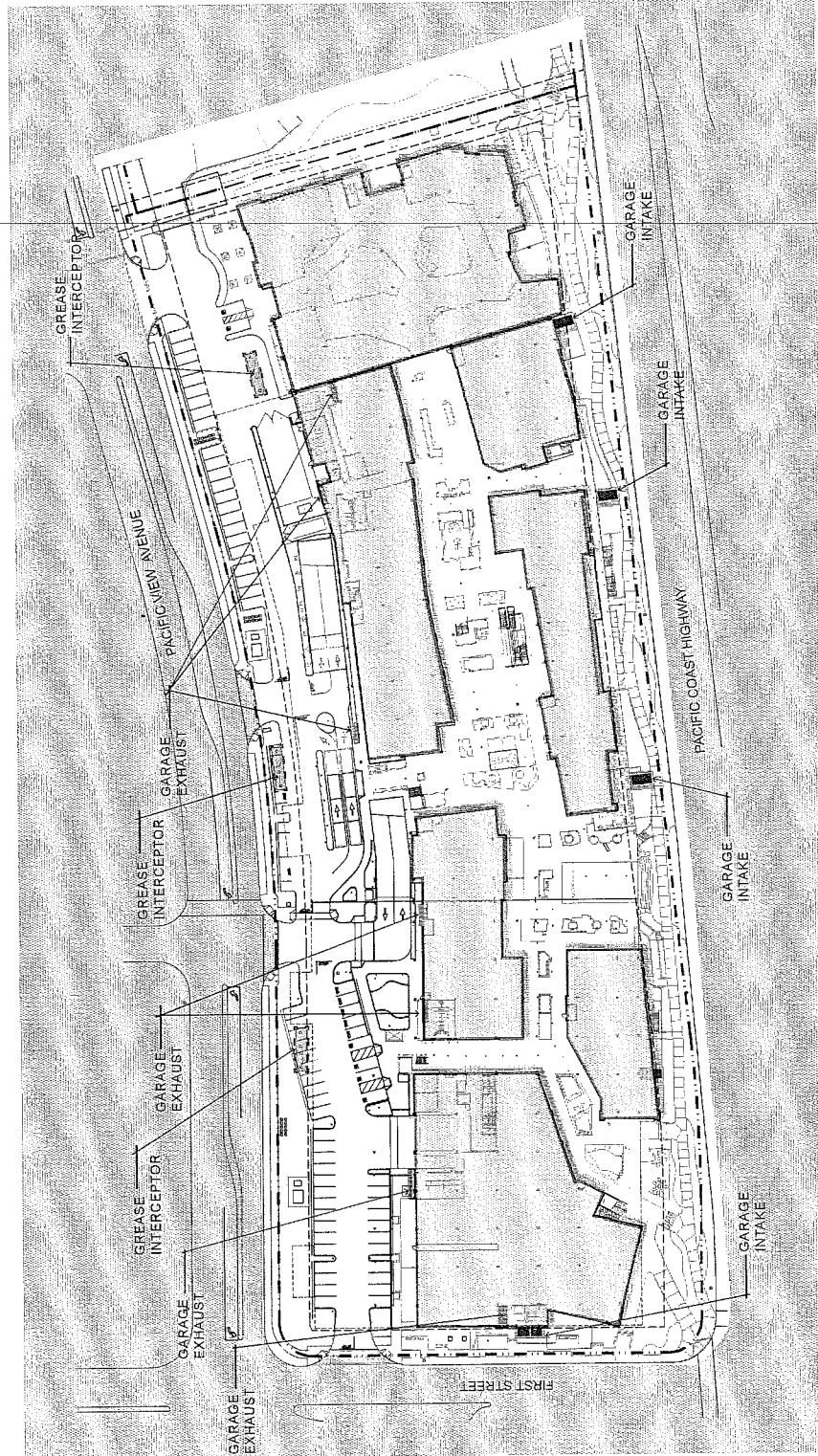
LIFESCAPES
International Inc.
LIFESCAPES ARCHITECTS

SMS
ARCHITECTS

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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

CAPITAL PARTNERS, INC.

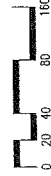


GREASE INTERCEPTOR
& GARAGE EXHAUST
VENT STACK

GREASE
INTERCEPTOR

GARAGE EXHAUST
VENT STACK
(VENT STACK HIDDEN IN WALL)

GARAGE INTAKE
(FLUSH TO GRADE)



D-012
GREASE INTERCEPTOR
& GARAGE EXHAUST
VENT STACK PLAN
JULY 17, 2013

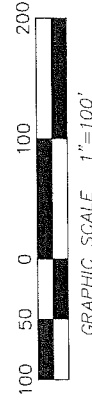
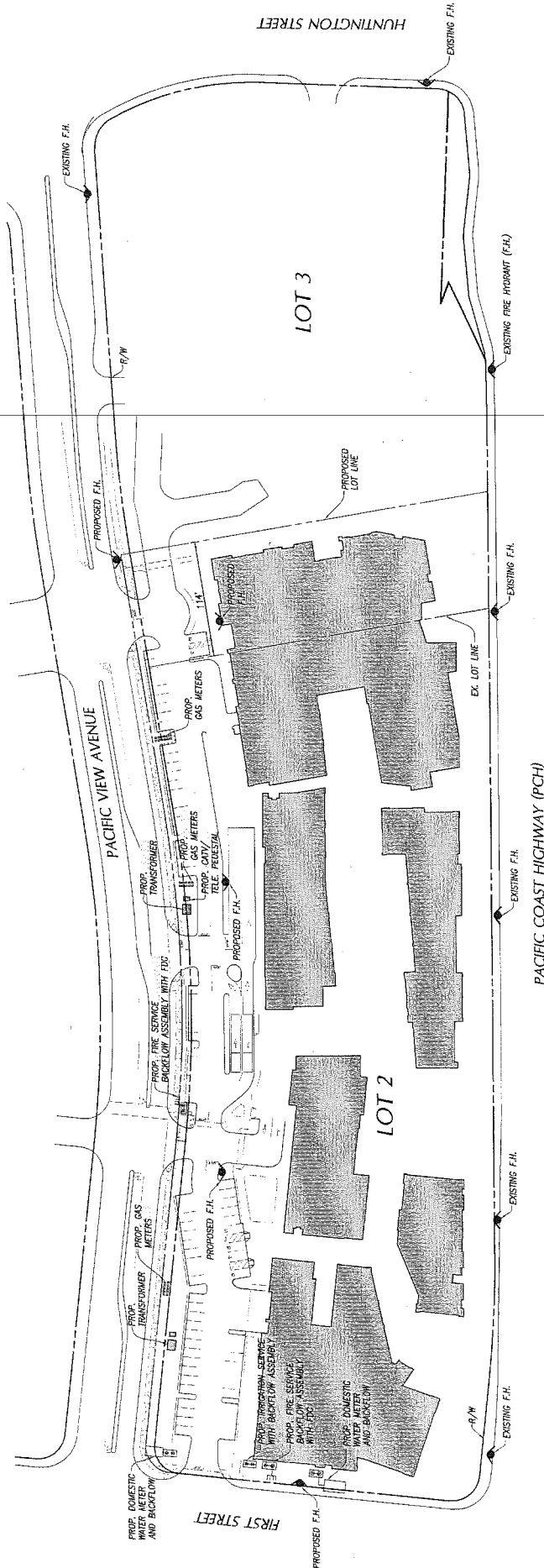
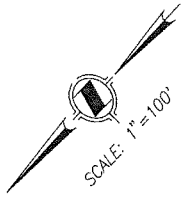


LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS



JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



DATE PREPARED: MAY 17, 2013
 PREPARED BY:
PC GROUP RETAIL, LLC
 100 JADON STREET
 SUITE 100
 VOICE: 949.440.1000 FAX: 949.440.1001
 WWW.PCGROUPRETAIL.COM

DATE PREPARED: MAY 17, 2013
 PREPARED BY:
HUNSAKER & ASSOCIATES
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 WWW.HUNSAKER.COM

D-013
 UTILITY EXHIBIT
 JULY 17, 2013

DJM
 CAPITAL PARTNERS, INC.

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 International Inc.
 LANDSCAPE ARCHITECTS

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 ARCHITECTS

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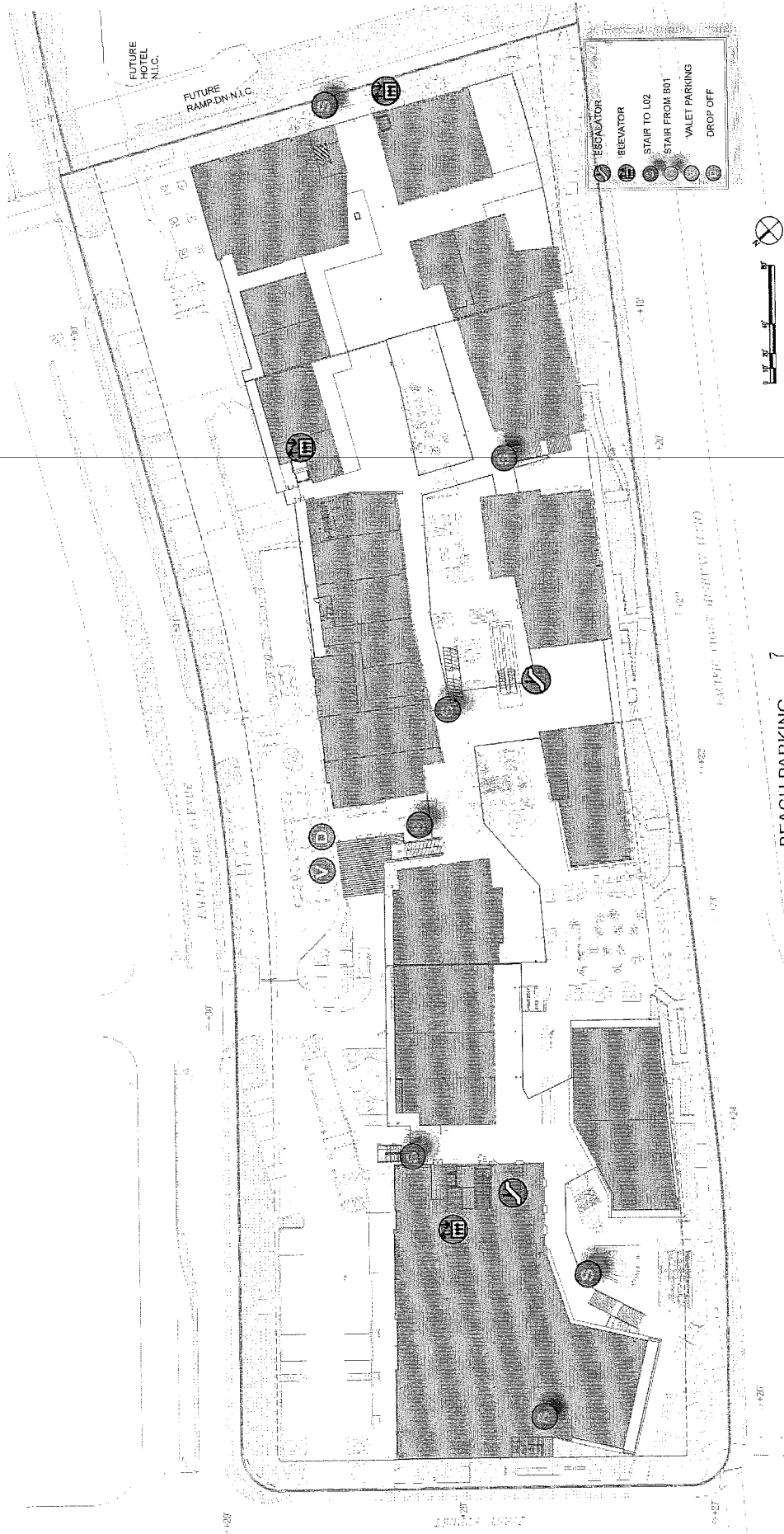
PACIFIC CITY
 HUNTINGTON BEACH, CALIFORNIA



PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

D-014
VEHICULAR CIRCULATION
DIAGRAM

JULY 17, 2013



D-015
ACCESS CIRCULATION
JULY 17, 2013

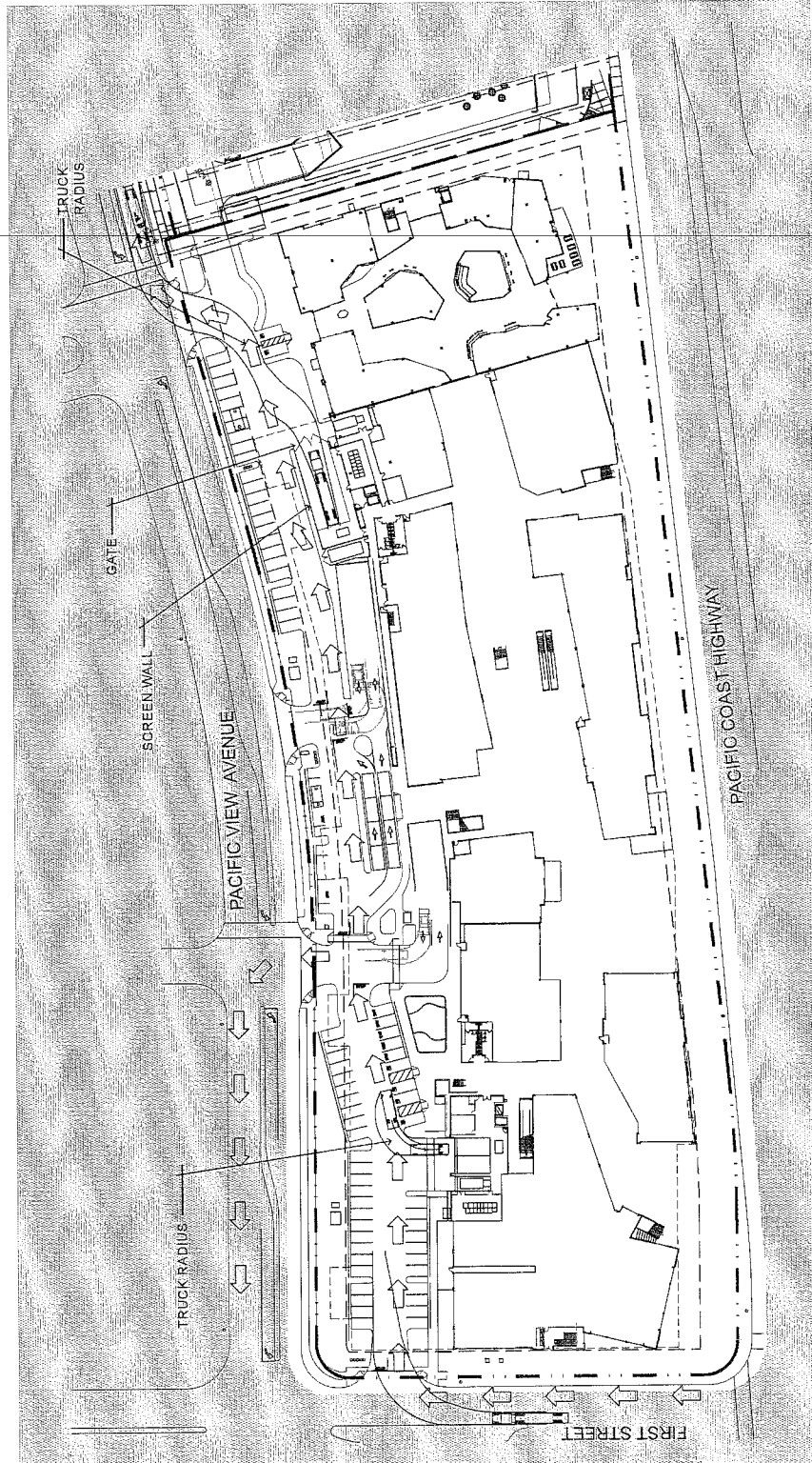
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International Inc.
LANDSCAPE ARCHITECTS

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ARCHITECTS

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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

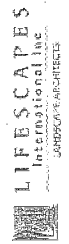


D-016
TRUCK TURNING DIAGRAM

JULY 17, 2013

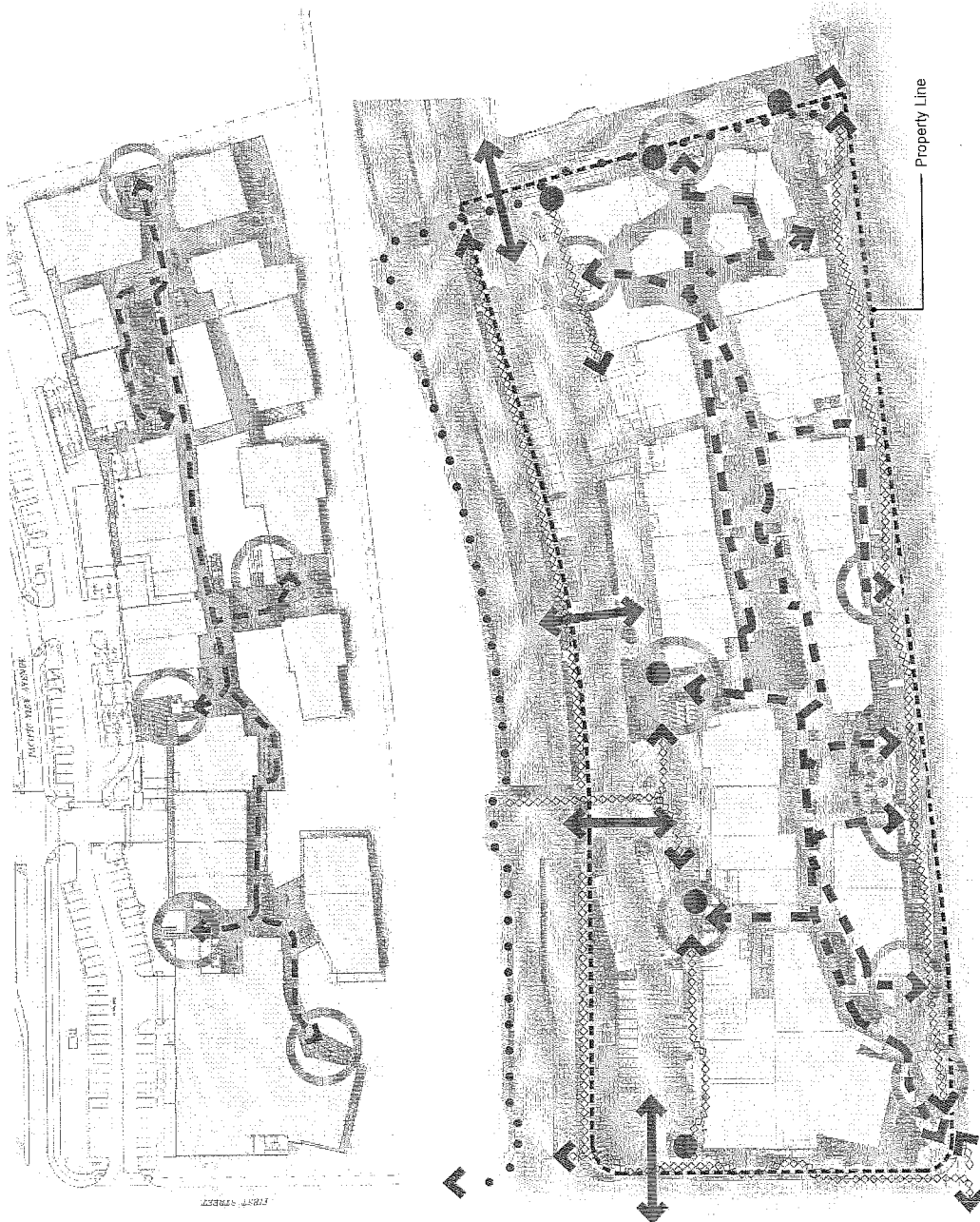


CAPITAL PARTNERS, INC.



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HUNTINGTON BEACH, CALIFORNIA



SCALE 1"=100'-0"

D-017
CIRCULATION
DIAGRAM
JULY 17, 2013

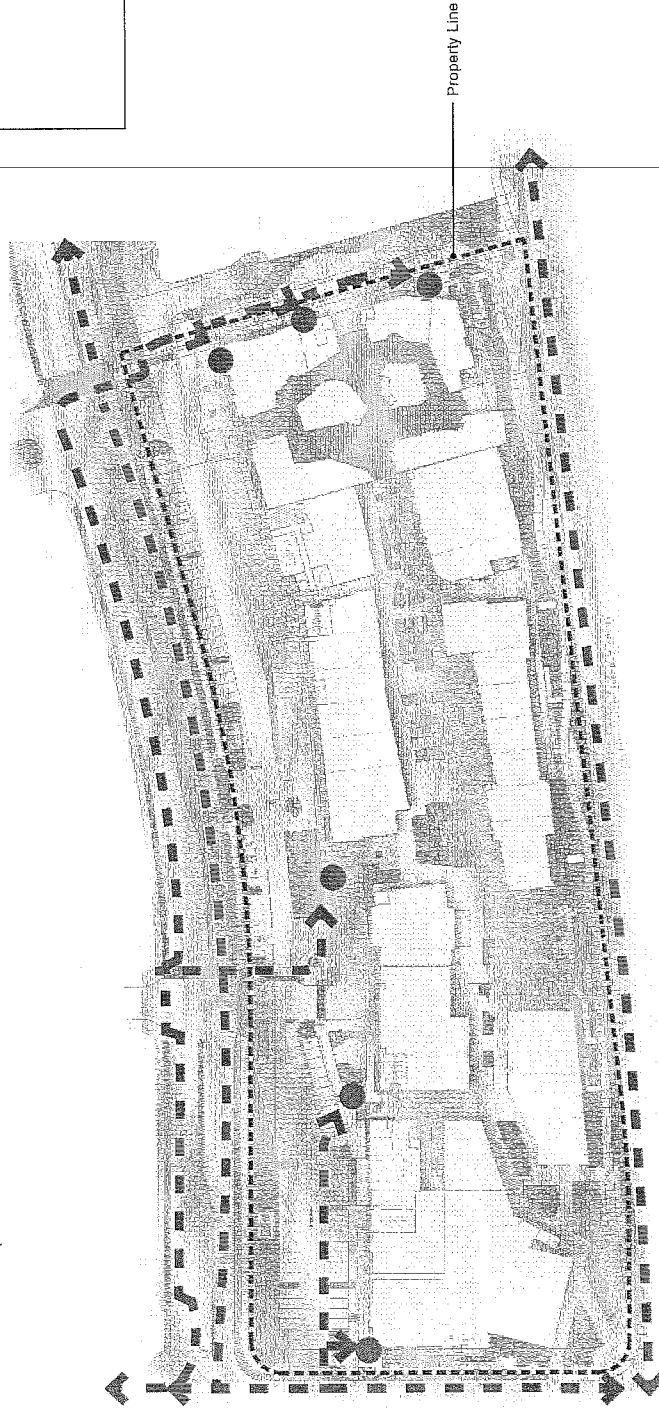
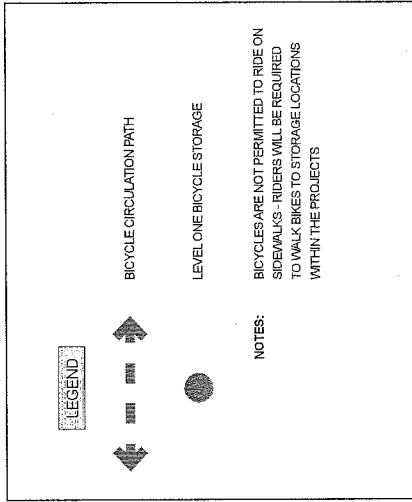
DJM
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LANDSCAPE ARCHITECTS

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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



D-018
BICYCLE CIRCULATION
DIAGRAM
JULY 17, 2013

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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

PARKING DIMENSIONS

STALL SIZE

0° (parallel park) : 9' X 19'
(with 8ft striped
maneuvering area
between every 2 spaces)

STALL SIZE

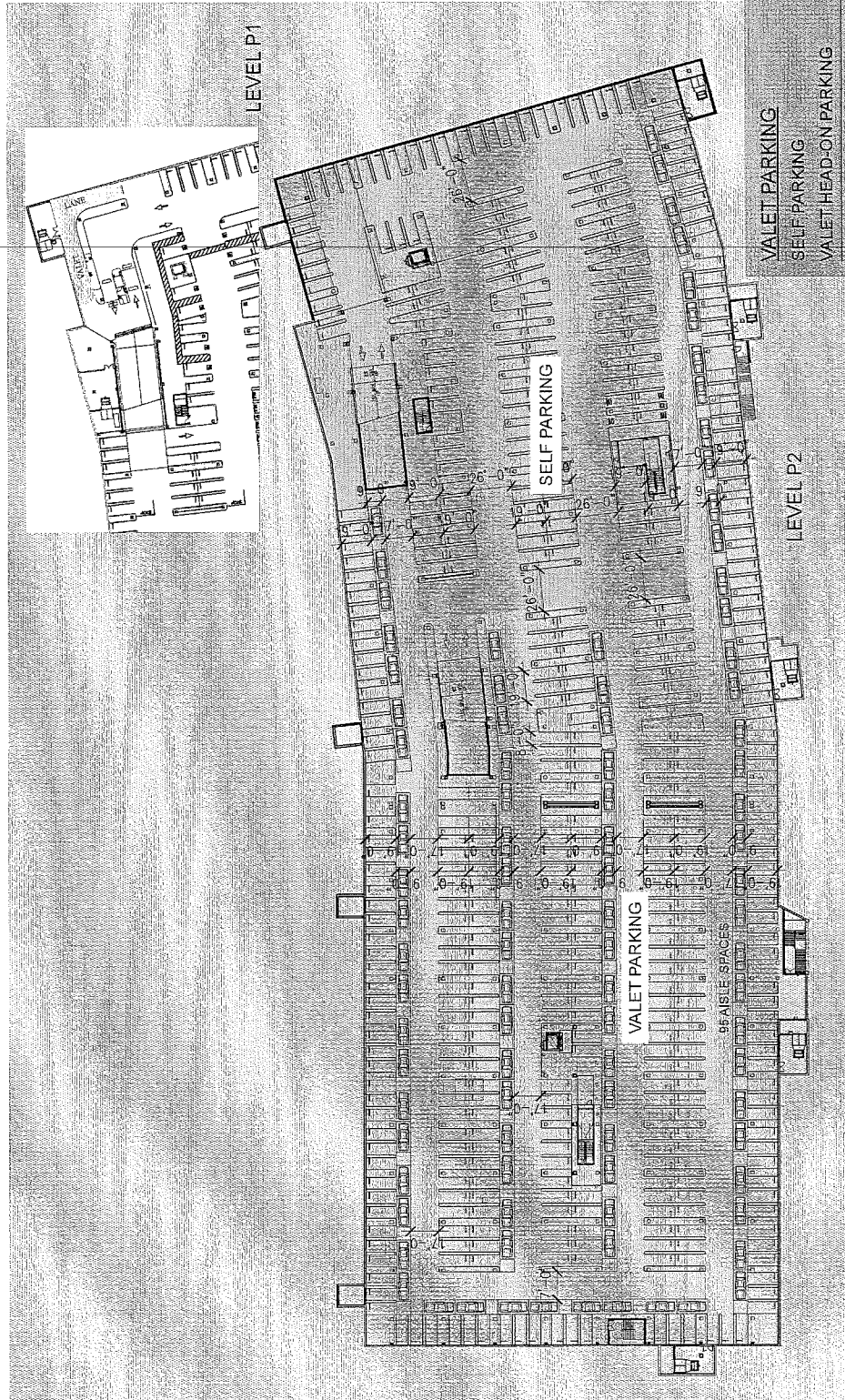
90° : 9' X 19'

AISLE WIDTH

(ONE WAY AND TWO-WAY) = 26'

AISLE WIDTH

(VALET AISLE PARKING) = 17' ONE-WAY



VALET PARKING

SELF PARKING	139 SPACES
VALET HEAD-ON PARKING	337 SPACES
TOTAL P2 PARKING	476 SPACES
VALET AISLE PARKING	+95 SPACES
TOTAL	571 SPACES
TOTAL % VALET PARKING	76%

D-019

VALET PARKING
PLAN

JULY 17, 2013



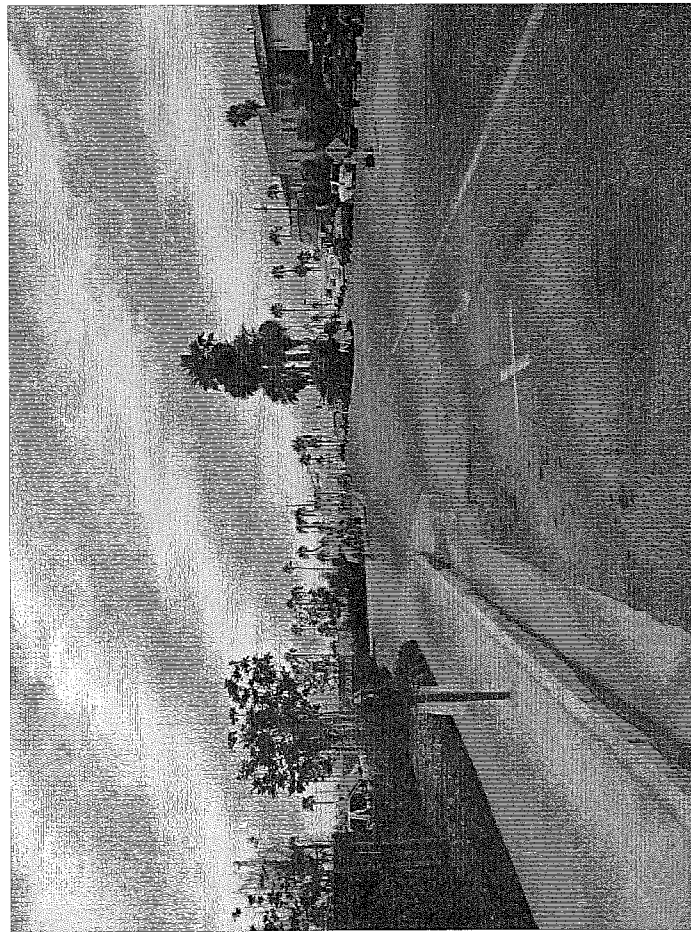
CAPITAL PARTNERS, INC.

LIFESPACES
International Inc
LANDSCAPE ARCHITECTS

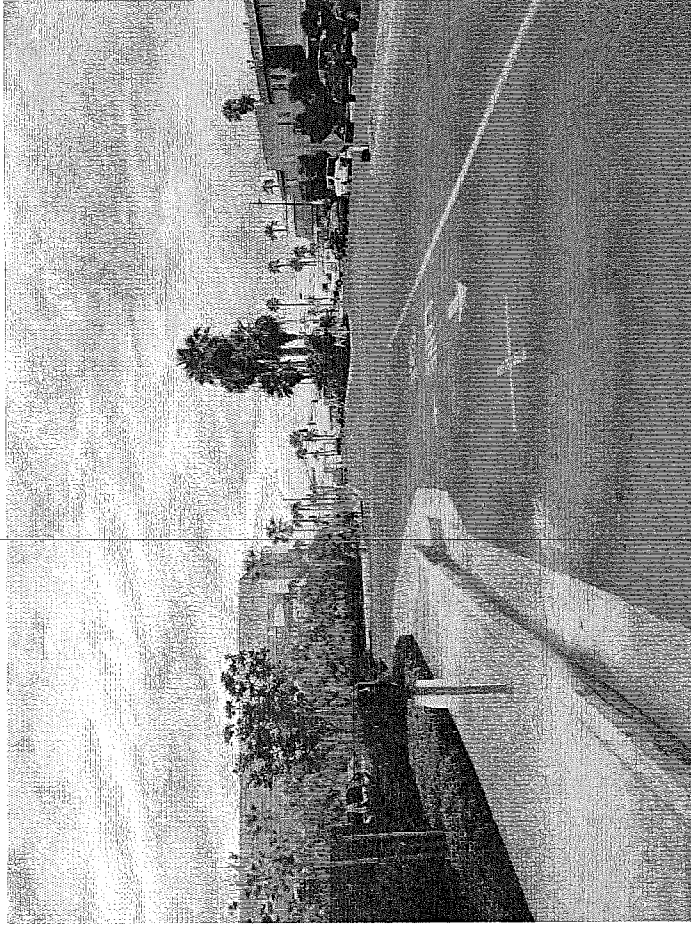


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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



PUBLIC VIEW BEFORE



PUBLIC VIEW AFTER

D-020
PUBLIC VIEW ANALYSIS
JULY 17, 2013

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LANDSCAPE ARCHITECTS

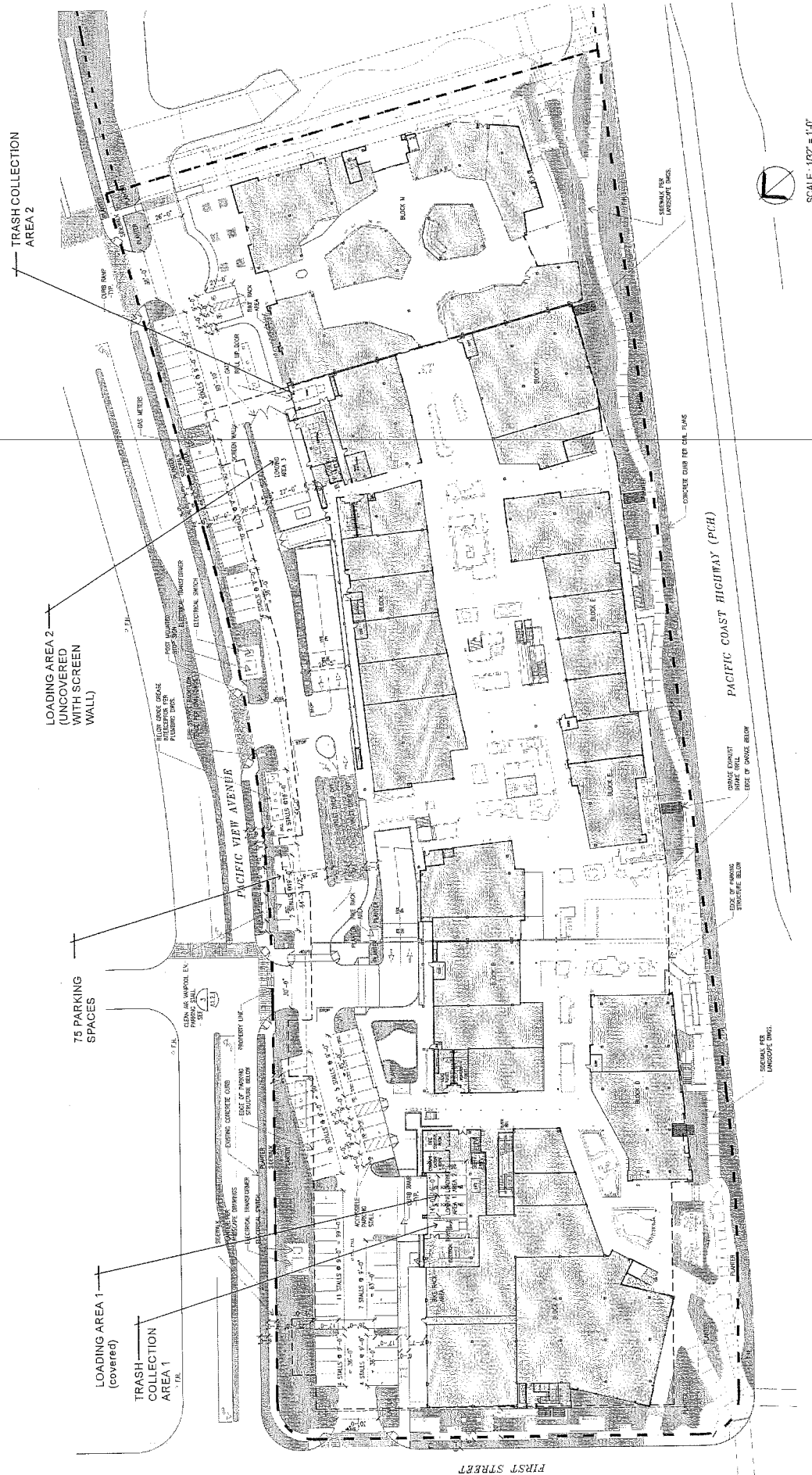
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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

**PACIFIC
CITY**

building &
parking
structure



SCALE: 1/32" = 1'-0"

A-102
RETAIL SITE PLAN
JULY 17, 2013

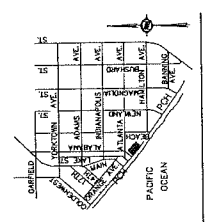
DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

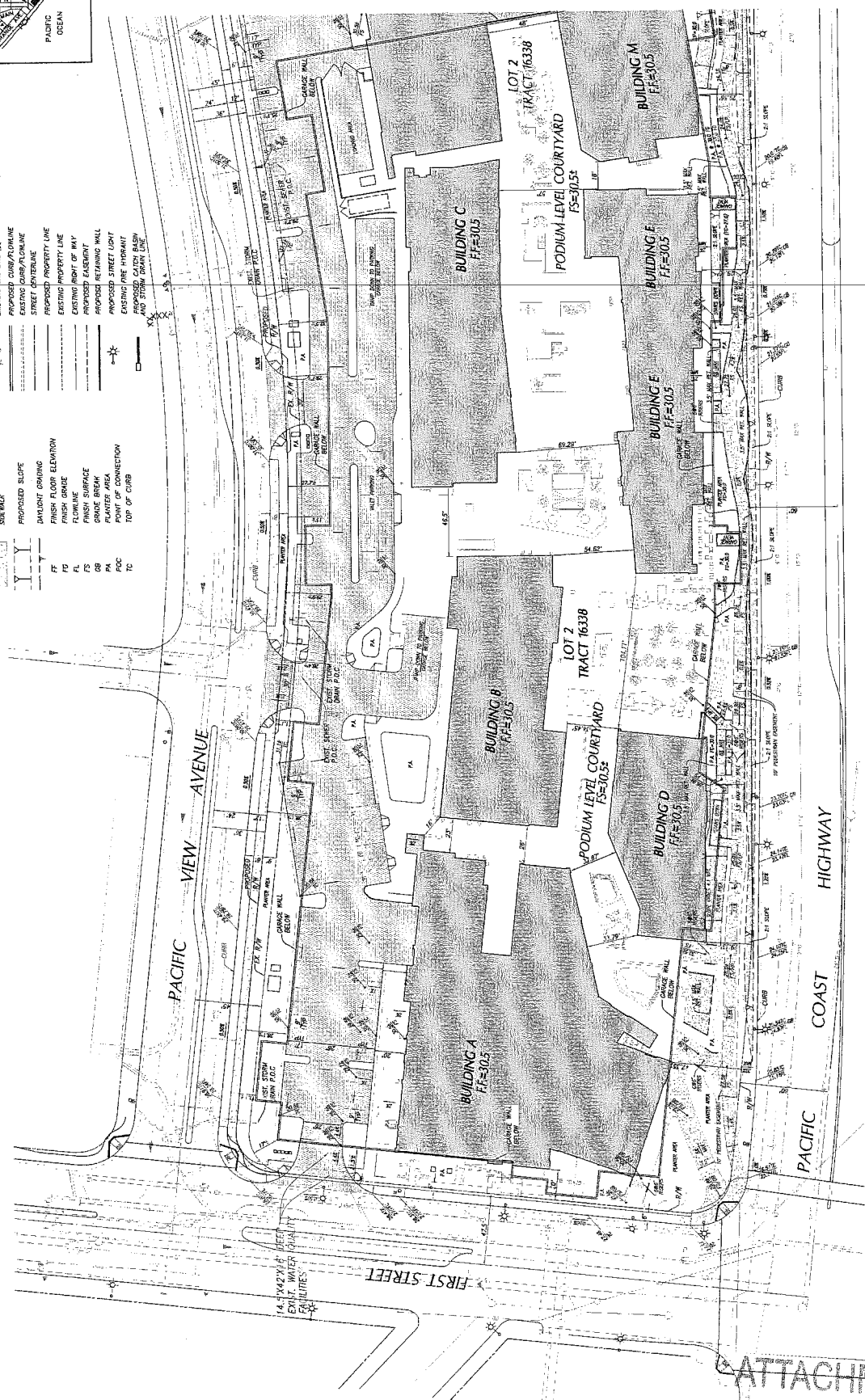
SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



- LEGEND & ABBREVIATIONS**
- UNITS OF EXTERIOR GARAGE WALL
- PEDESTRIAN CORRIDOR
- SEWER
- PROPOSED SLOPE
- DAYLIGHT GRADING
- FINISH FLOOR ELEVATION
- FINISH GRADE
- FLOWLINE
- FINISH SURFACE
- GRADE BREAK
- POC
- POINT OF CONNECTION
- TOP OF CURB
- EXISTING STORM DRAIN WITH CATCH BASIN
- EXISTING SEWER LINE (12" = PIPE DIAMETER)
- EXISTING DOMESTIC WATER LINE (12" = PIPE DIAMETER)
- EXISTING GAS LINE (12" = PIPE DIAMETER)
- PROPOSED CURB/FLYLINE
- EXISTING CURB/FLYLINE
- STREET CENTERLINE
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL
- PROPOSED STREET LIGHT
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED STORM DRAIN
- PROPOSED DOMESTIC WATER
- PROPOSED GAS



SEE A-104

PREPARED FOR:
PC GROUP RETAIL, LLC
SANTA BARBARA, CA 93101
INFO@PCGROUP.COM WWW.PCGROUP.COM

DATE PREPARED: MAY 17, 2013
PREPARED BY:
HUNSAKER & ASSOCIATES
PLANNING • ENGINEERING • SURVEYING
1000 Highway 100, Suite 100 • Santa Barbara, CA 93101 • TEL 805.965.1100 • FAX 805.965.1101

A-103
RETAIL CONCEPTUAL
GRADING PLAN

JULY 17, 2013

DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

PARKING DIMENSIONS

STALL SIZE

0° (parallel park) : 9' X 19'
(with 8ft striped
maneuvering area
between every 2 spaces)

STALL SIZE

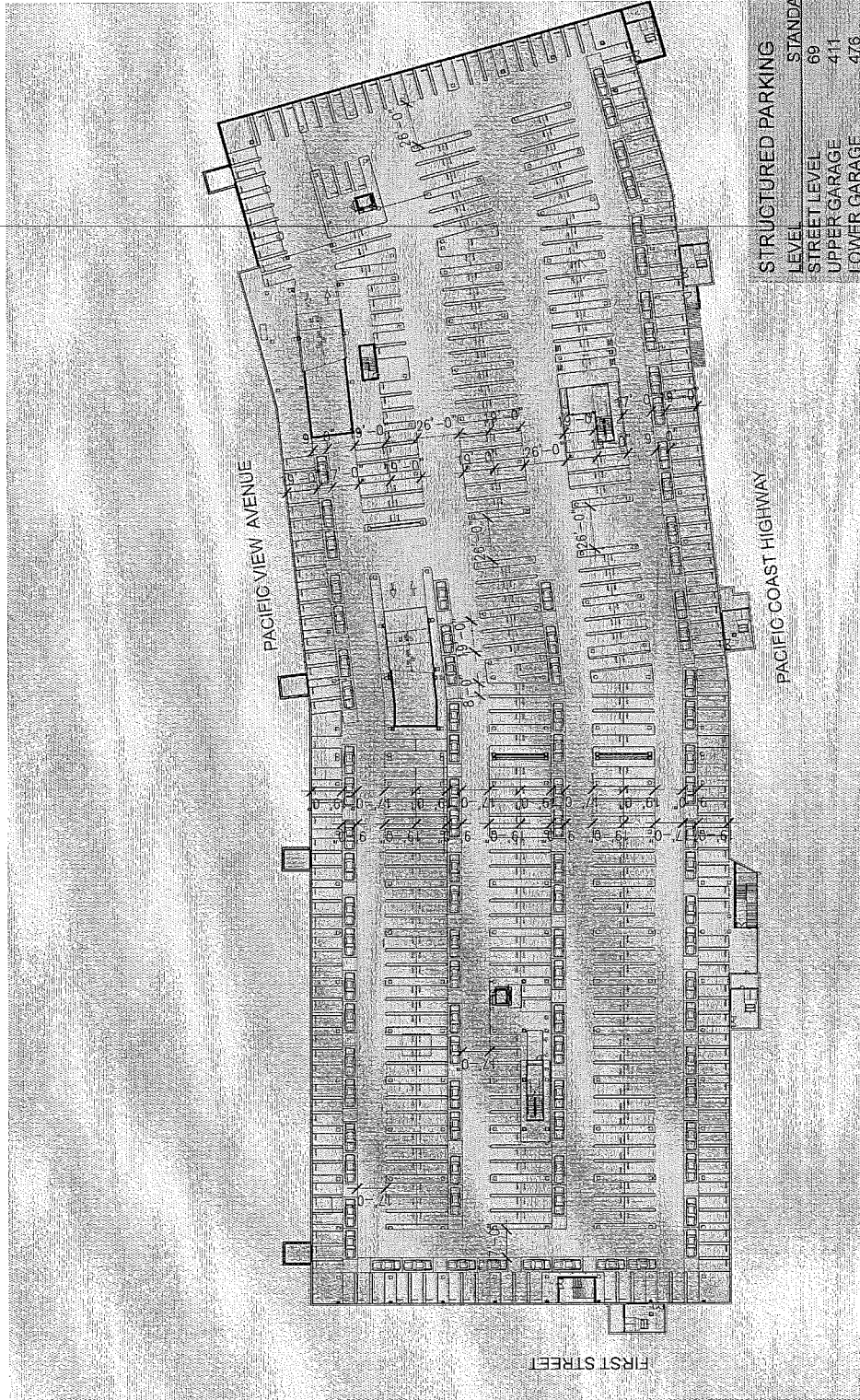
90° : 9' X 19'

AISLE WIDTH

(ONE WAY AND TWO-WAY) = 26'

AISLE WIDTH

(VALET AISLE PARKING) = 17' ONE-WAY



STRUCTURED PARKING

LEVEL	STANDARD	HANDICAP	TOTAL
STREET LEVEL	69	6	75
UPPER GARAGE	411	16	427
LOWER GARAGE	476	22	498
TOTAL			978

A-105
LOWER LEVEL
PARKING STRUCTURE
JULY 17, 2013

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LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNT NTON BEACH, CALIFORNIA

PARKING DIMENSIONS

STALL SIZE

0° (parallel park) : 9' X 19'
(with 8ft striped
maneuvering area
between every 2 spaces)

STALL SIZE

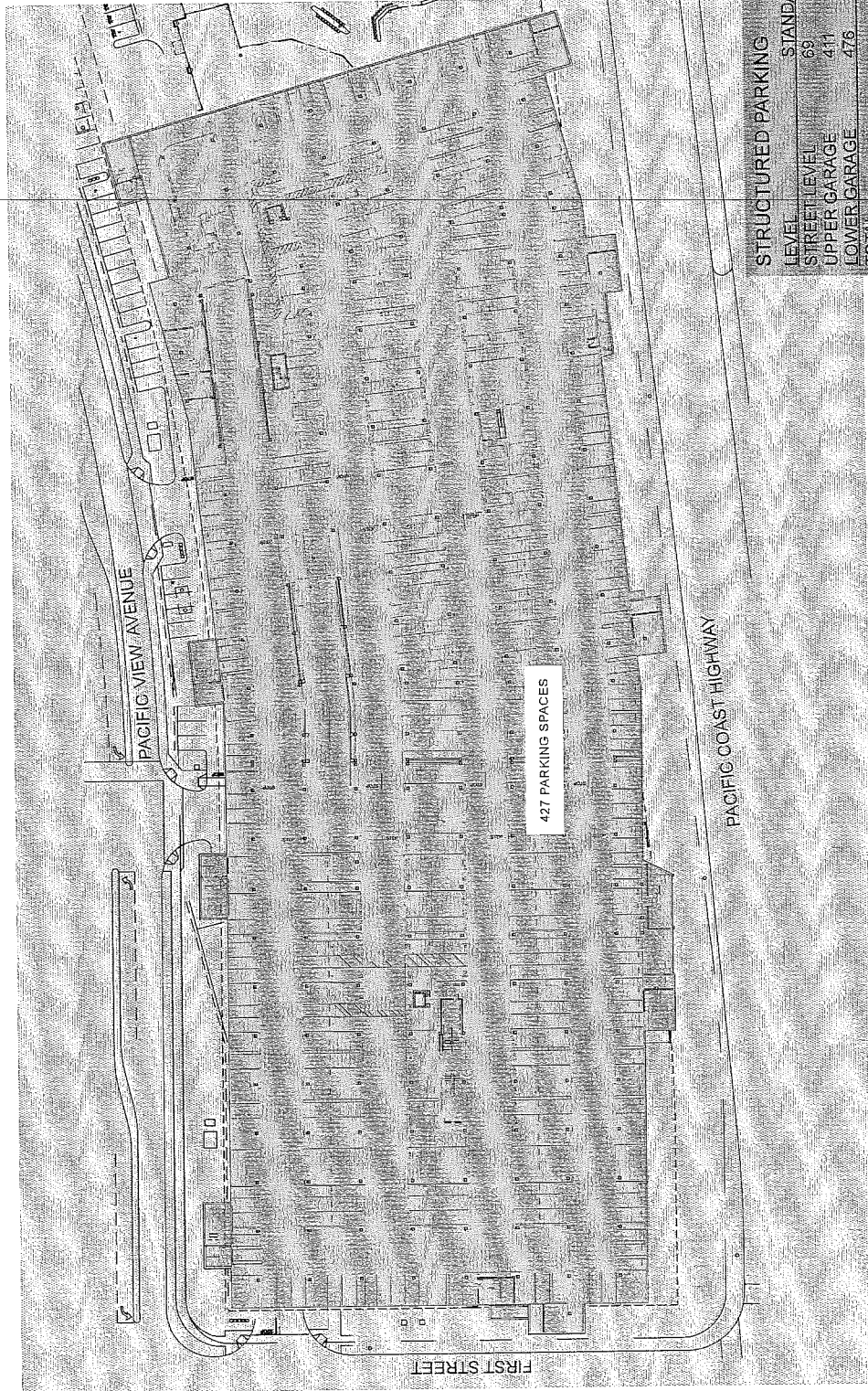
90° : 9' X 19'

AISLE WIDTH

(ONE WAY AND TWO-WAY) = 26'

AISLE WIDTH

(VALET AISLE PARKING) = 17' ONE-WAY



STRUCTURED PARKING

LEVEL	STANDARD	HANDICAP	TOTAL
STREET LEVEL	69	6	75
UPPER GARAGE	411	16	427
LOWER GARAGE	478		478
TOTAL		22	978

A-106
UPPER LEVEL
PARKING STRUCTURE
JULY 17, 2013



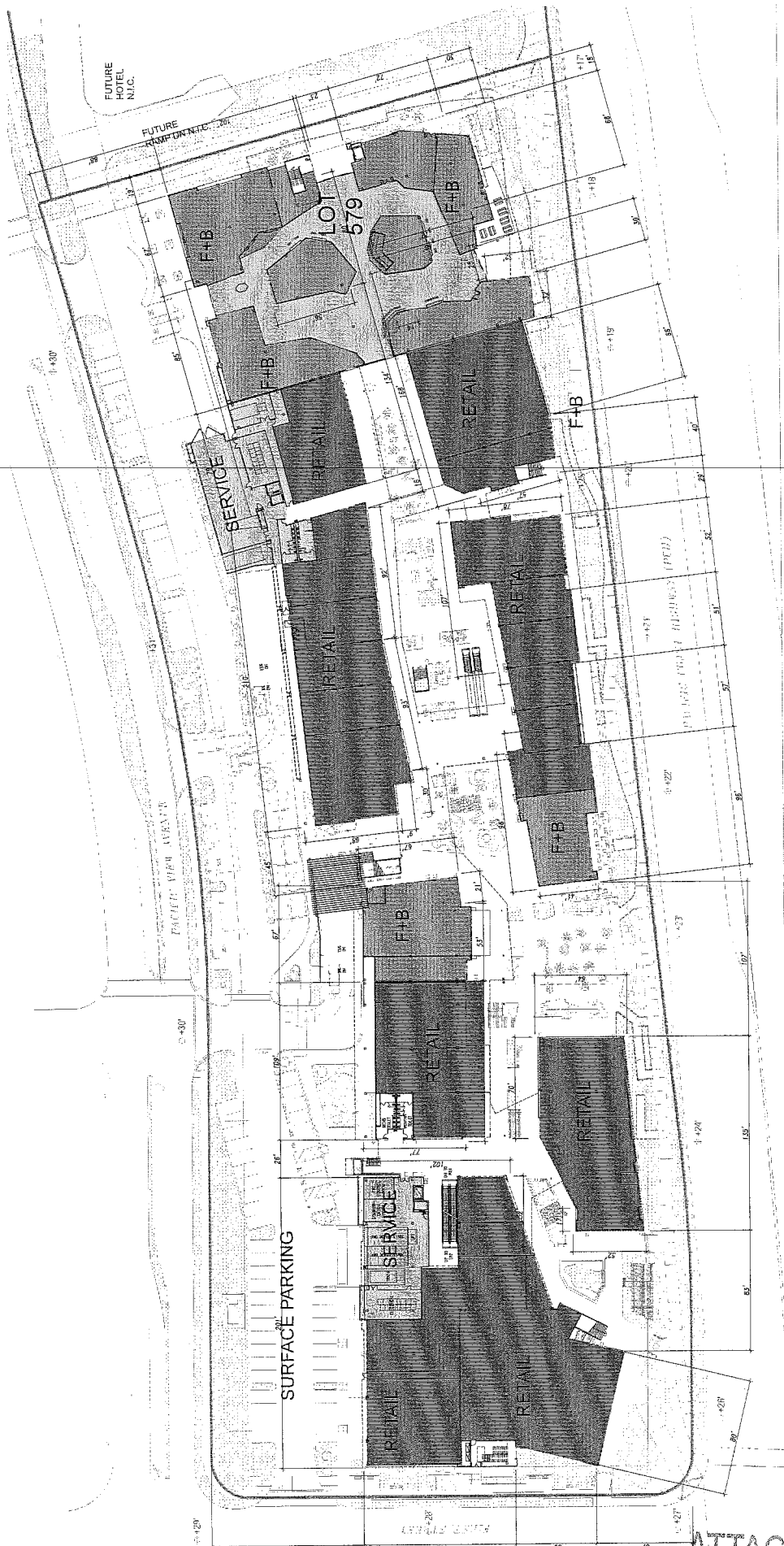
LIFESCAPES
International Inc.
LIFESCAPES ARCHITECTS



JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

CAPITAL PARTNERS, INC.



1 PLAN LOT 101 (@ 30' EL.)
 SCALE 1/32" = 1'-0" (24'x36", 164'-0" (1/4")



A-107
 RETAIL LEVEL ONE
 FLOOR SITE PLAN
 JULY 17, 2013



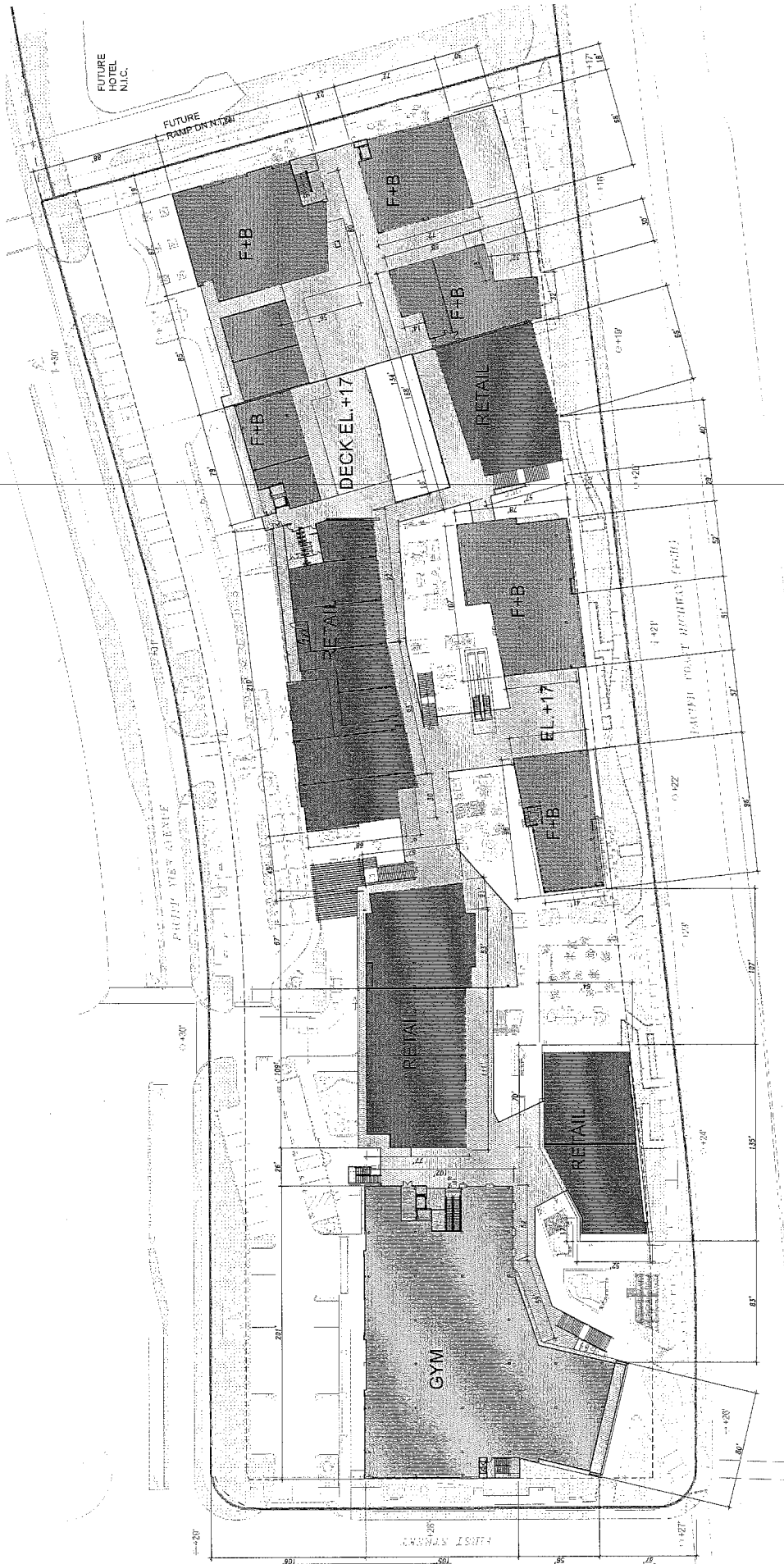
CAPITAL PARTNERS, INC.

LIFESPACES
 International Inc.
 LANDSCAPE ARCHITECTS



JERDE

PACIFIC CITY
 HUNTINGTON BEACH, CALIFORNIA



1 PLAN L02 (@ 47' EL.)
 SCALE 1/32" = 1'-0" (A36), 1/64" = 1'-0" (A17)

A-108
 RETAIL LEVEL TWO
 FLOOR PLAN
 JULY 17, 2013

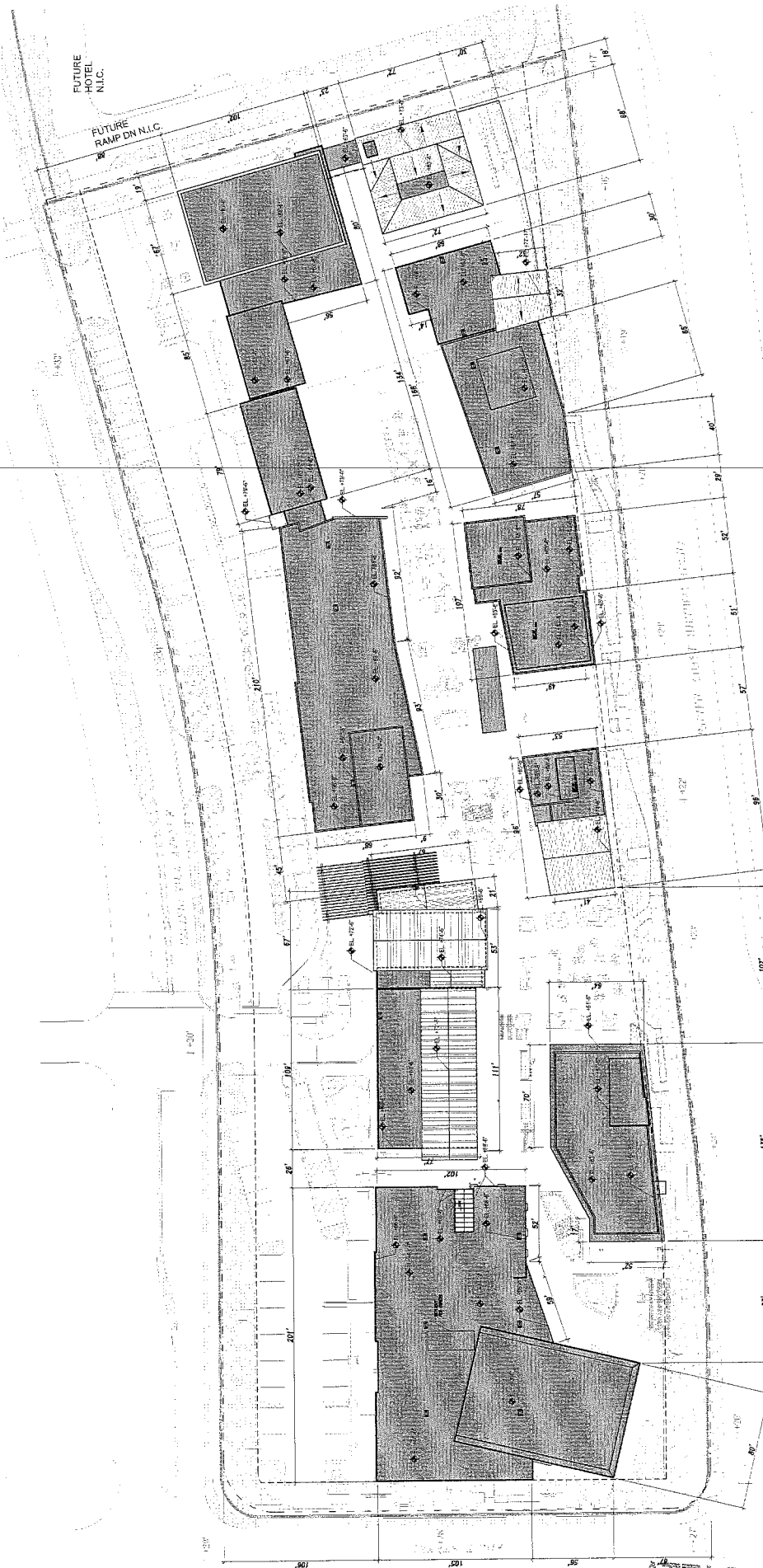
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 CAPITAL PARTNERS, INC.

LIFESPACES
 International Inc.
 LANDSCAPE ARCHITECTS

SMS
 ARCHITECTS

JERDE

PACIFIC CITY
 HUNTINGTON BEACH, CALIFORNIA



① SITE PLAN
SCALE 1/32" = 1'-0" (A3), 1/64" = 1'-0" (A1)

A-109
RETAIL ROOF PLAN
JULY 17, 2013

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CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

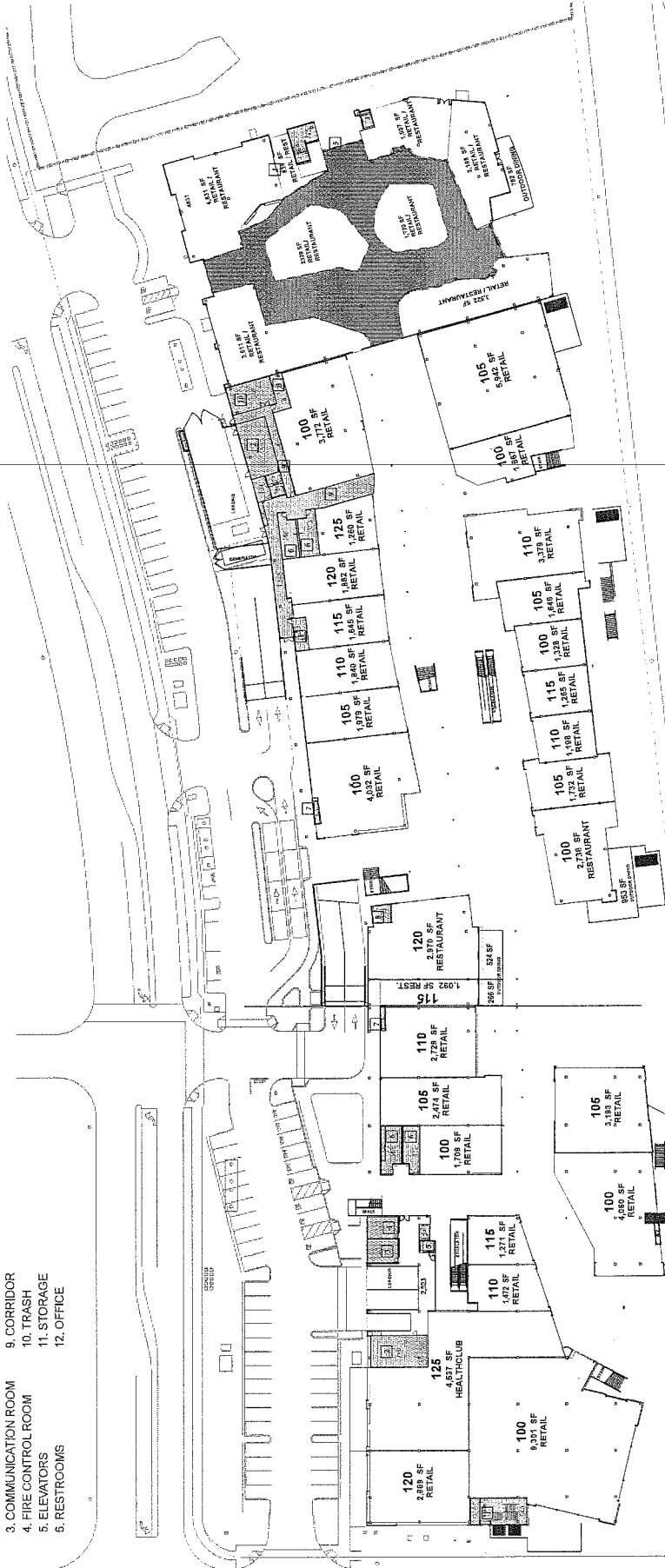
SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

KEY NOTE LEGEND

1. STAIR
2. ELECTRICAL ROOM
3. COMMUNICATION ROOM
4. FIRE CONTROL ROOM
5. ELEVATORS
6. RESTROOMS
7. SHAFT
8. PUMP ROOM
9. CORRIDOR
10. TRASH
11. STORAGE
12. OFFICE



LEVEL ONE

RETAIL =	63,865 SF
HEALTH CLUB =	4,537 SF
RESTAURANT =	6,395 SF
MARKET(RETAIL/RESTAURANT) =	20,807 SF

GROSS LEASABLE AREA :	191,100 SF
MARKET COMMONS :	10,987 SF
AUXILIARY LEVEL 1 :	8,363 SF
AUXILIARY LEVEL 2 :	4,418 SF
GROSS FLOOR AREA :	214,868 SF

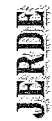
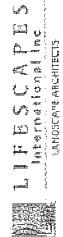


A-110
LEASE PLAN LEVEL 1

JULY 17, 2013



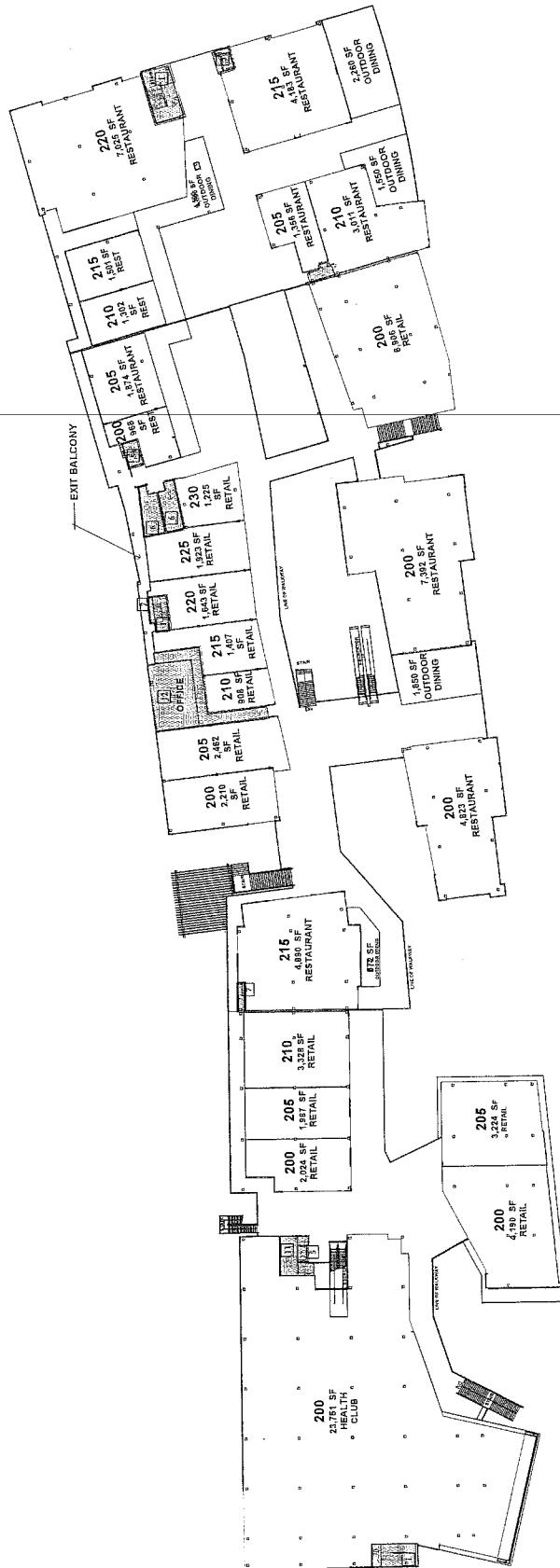
CAPITAL PARTNERS, INC.



PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

KEY NOTE LEGEND

1. STAIR
2. ELECTRICAL ROOM
3. COMMUNICATION ROOM
4. FIRE CONTROL ROOM
5. ELEVATORS
6. RESTROOMS
7. SHAFT
8. PUMP ROOM
9. CORRIDOR
10. TRASH
11. STORAGE
12. OFFICE



LEVEL TWO
 RETAIL = 33,417 SF
 HEALTH CLUB = 23,751 SF (incl group instruction)
 RESTAURANT = 38,325 SF

GROSS LEASABLE AREA: 191,100 SF
 MARKET COMMONS: 10,987 SF
 AUXILIARY LEVEL 1: 8,363 SF
 AUXILIARY LEVEL 2: 4,418 SF
 GROSS FLOOR AREA: 214,868 SF



A-111
 LEASE PLAN LEVEL 2

JULY 17, 2013



LIFESCAPES
 International Inc.
 LIFESCAPE ARCHITECTS

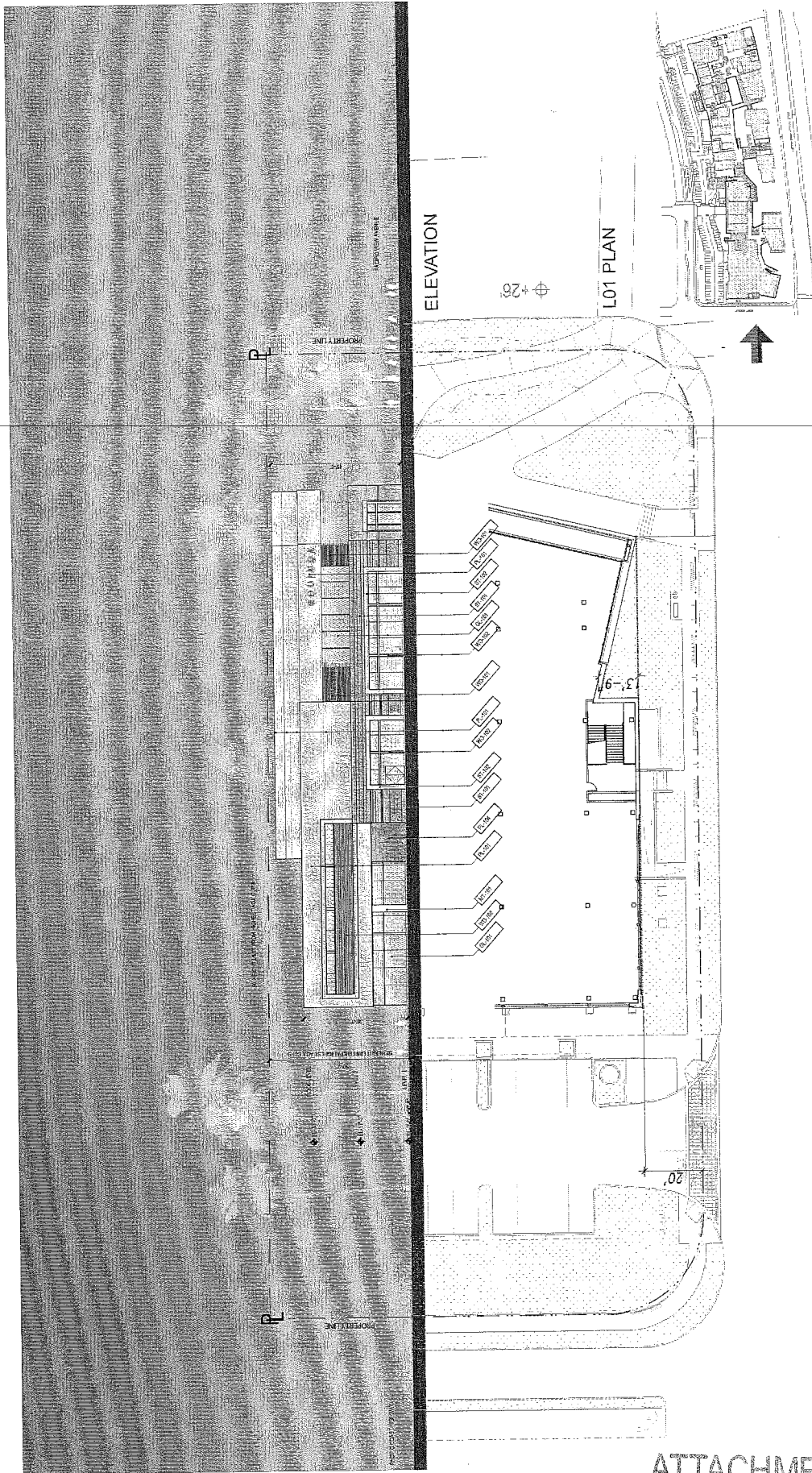


JERDE

PACIFIC CITY
 HUNTINGTON BEACH, CALIFORNIA

**PACIFIC
CITY**

retail
elevations



OVERALL WEST ELEVATION
SCALE: 1/32"=1'-0" (11X17), 1/16"=1'-0" (24X36)



PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

JERDE

SWS
ARCHITECTS

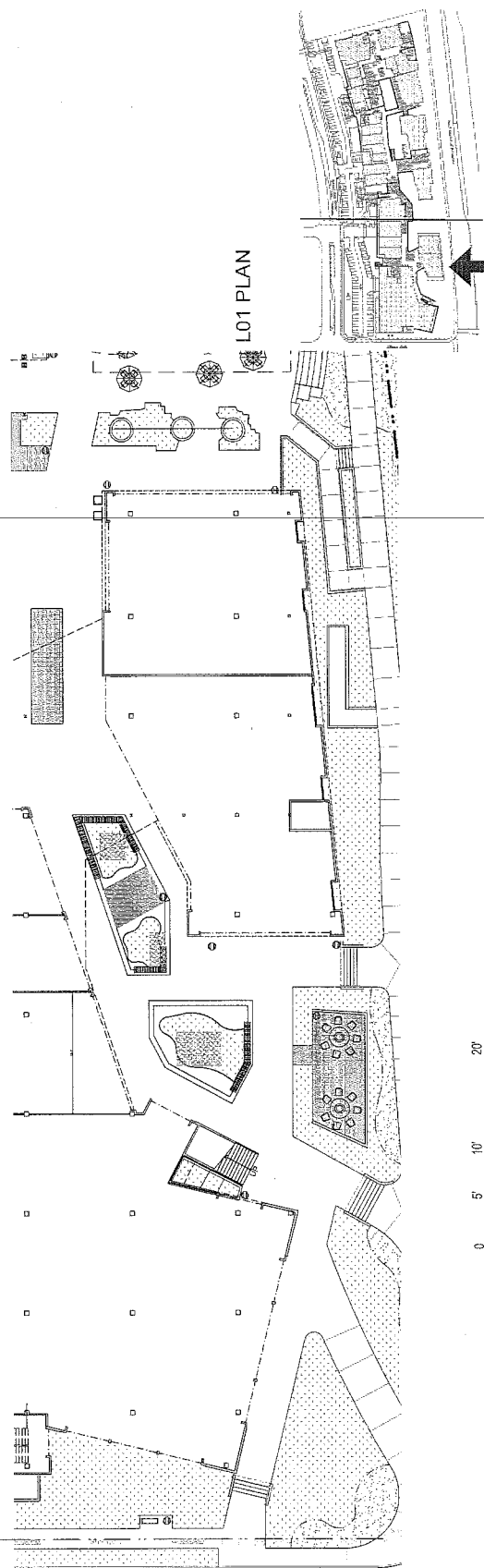
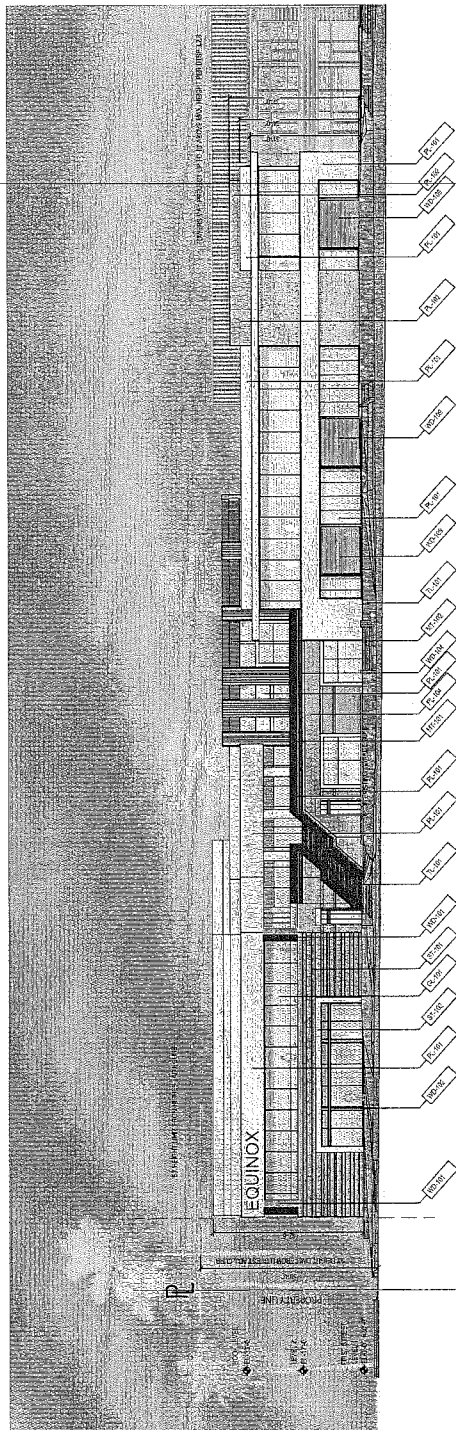
LIFESCAPES
International Inc.
JANUARY ARCHITECTS

DM

CAPITAL PARTNERS, INC.

A-201
WEST ELEVATION

JULY 17, 2013

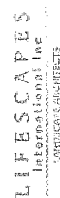


A-202.1
SOUTH ELEVATION

JULY 17, 2013

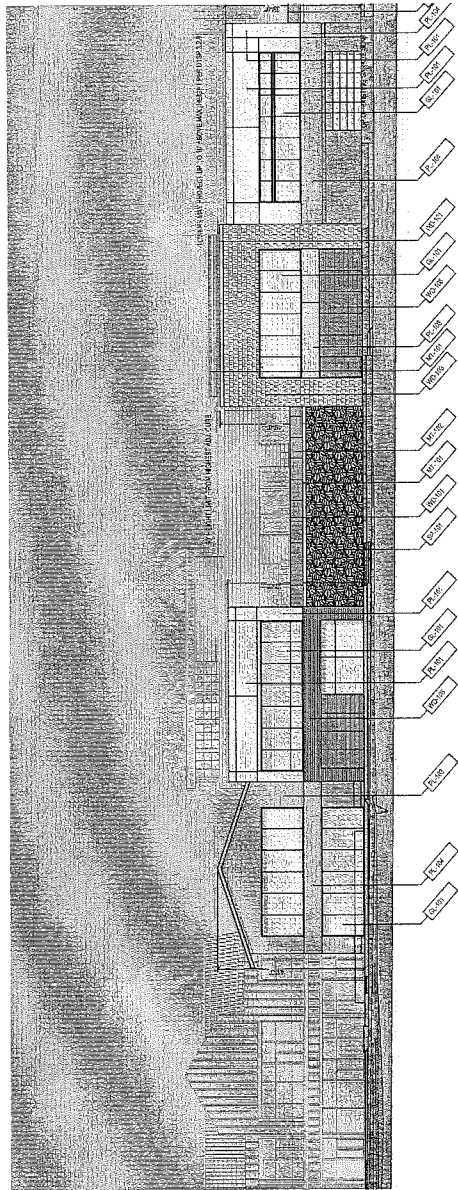


CAPITAL PARTNERS, INC.

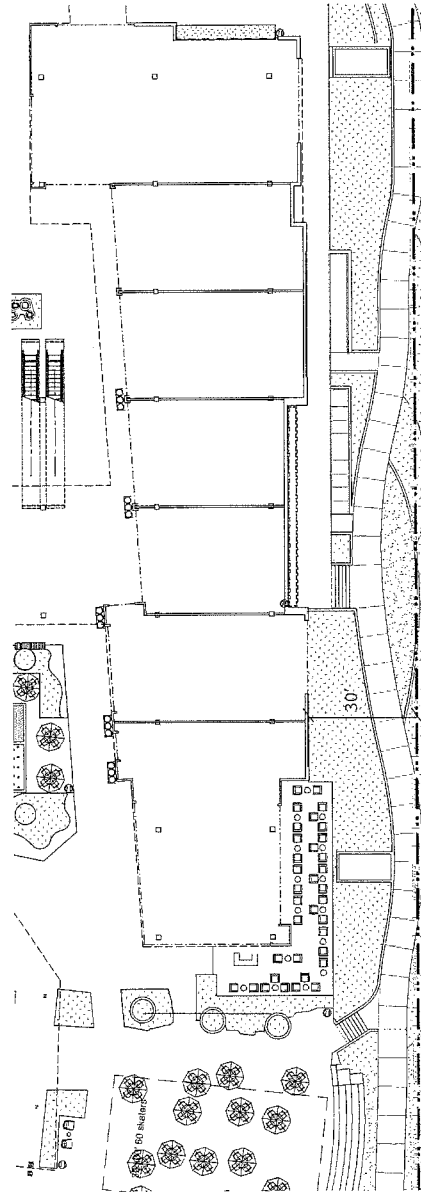


PACIFIC CITY

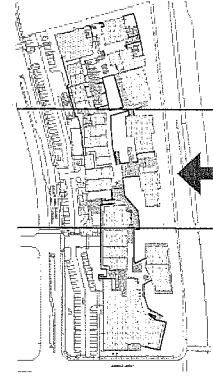




ELEVATION



L01 PLAN

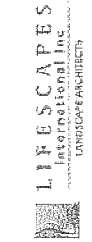


A-202.2
SOUTH ELEVATION

JULY 17, 2013



CAPITAL PARTNERS, INC.

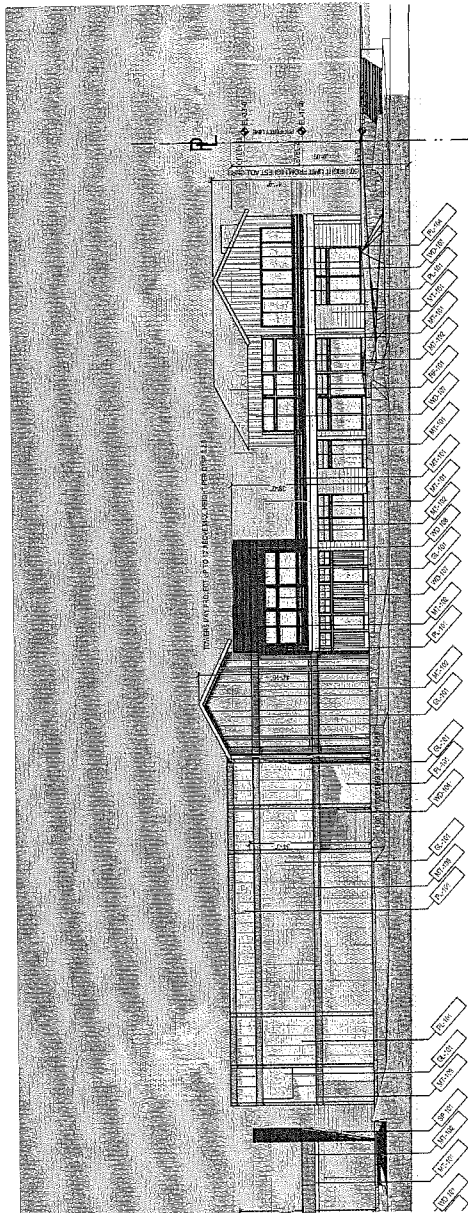


LANDSCAPE ARCHITECTS

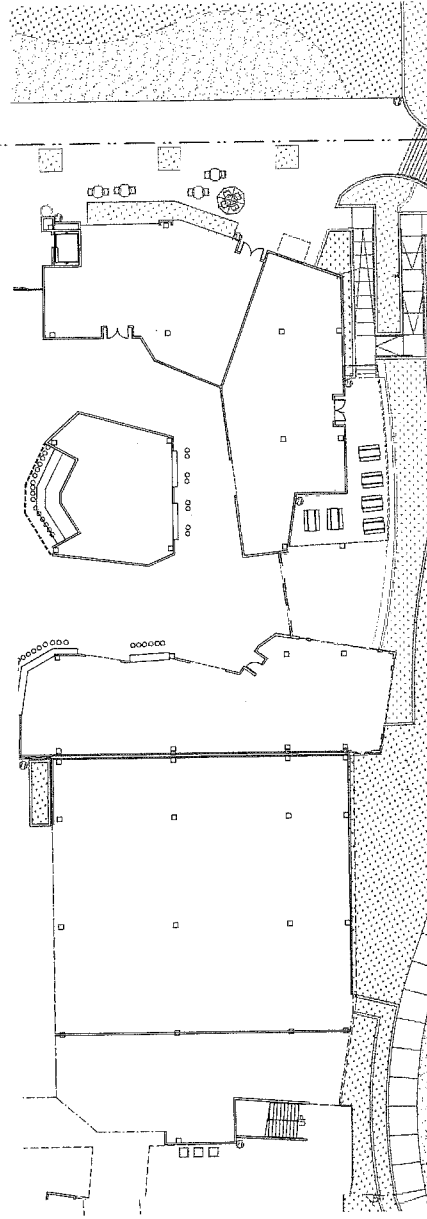


JERDE

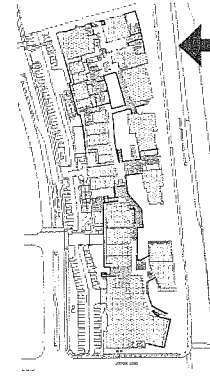




ELEVATION



L01 PLAN

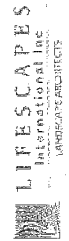


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SOUTH ELEVATION

JULY 17, 2013

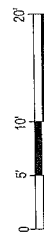


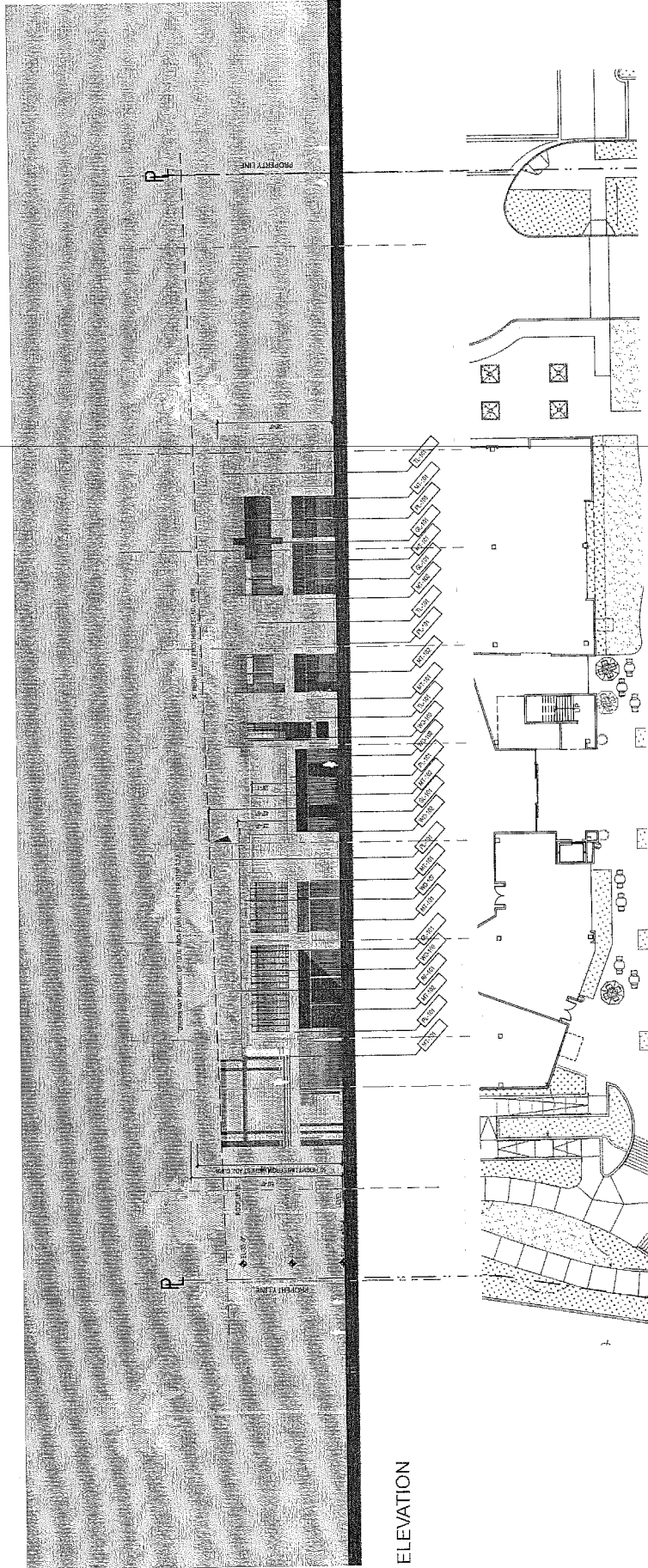
CAPITAL PARTNERS, INC.



JERDE

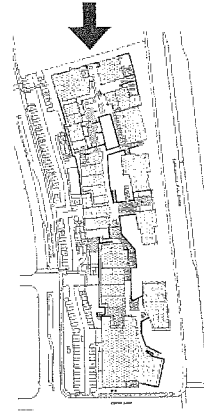
PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA





ELEVATION

L01 PLAN



OVERALL EAST ELEVATION
SCALE: 1/32"=1'-0" (11X17), 1/16"=1'-0" (24X36)



A-203
EAST ELEVATION

JULY 17, 2013

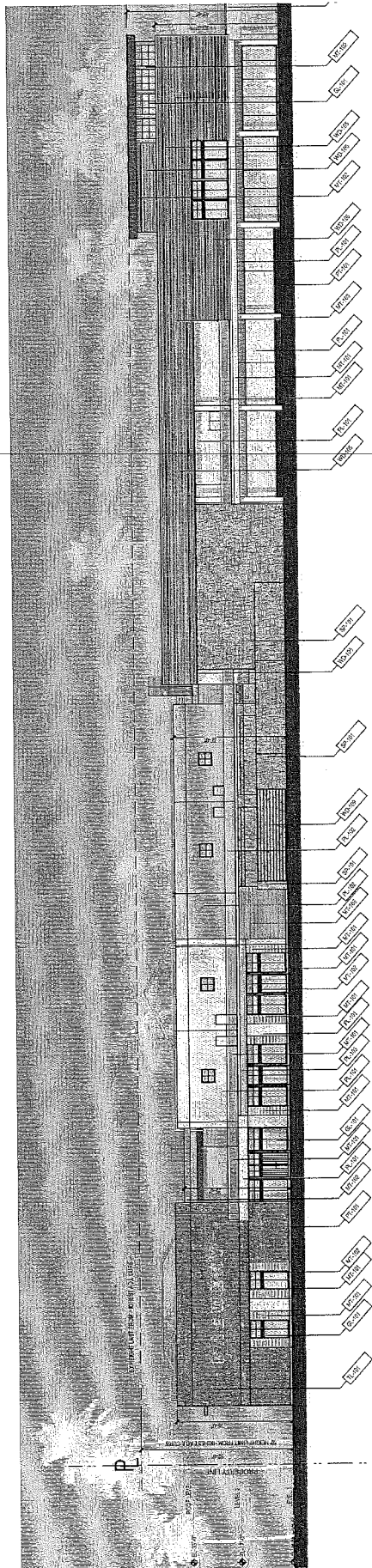
DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS

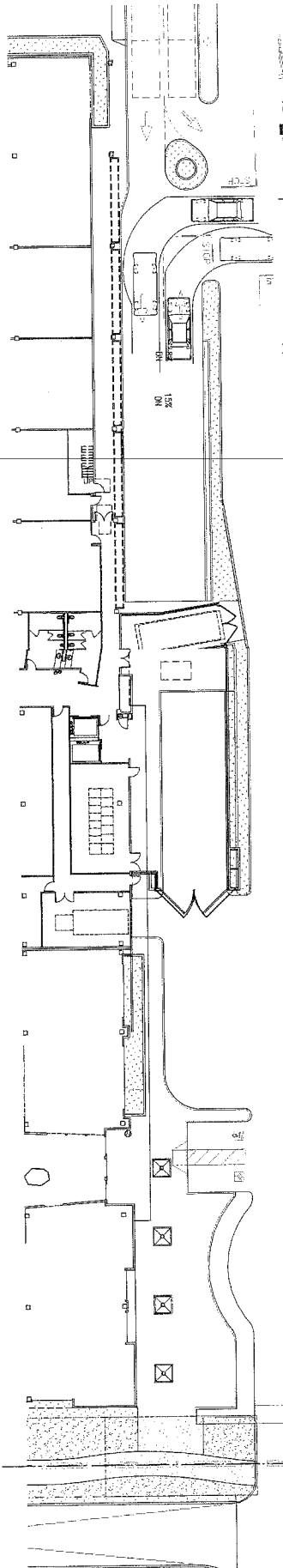
SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

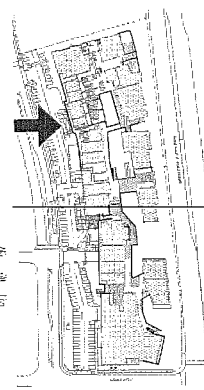


ELEVATION



L01 PLAN

OVERALL NORTH ELEVATION
SCALE: 1/32"=1'-0" (11X17), 1/16"=1'-0" (24X36)



A-204.1
NORTH ELEVATION

JULY 17, 2013



CAPITAL PARTNERS, INC.

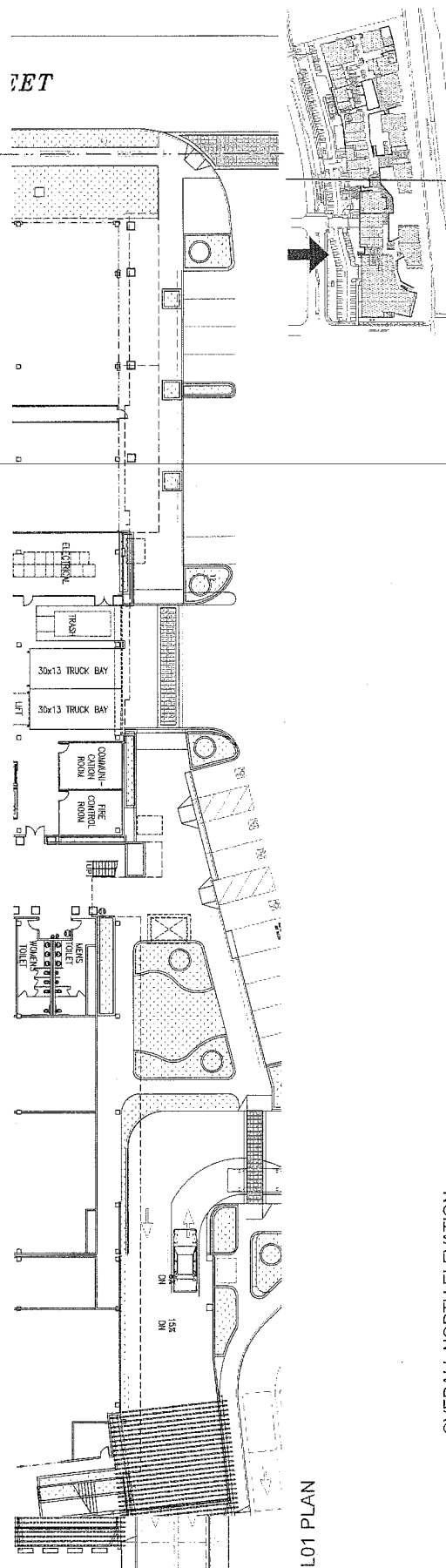
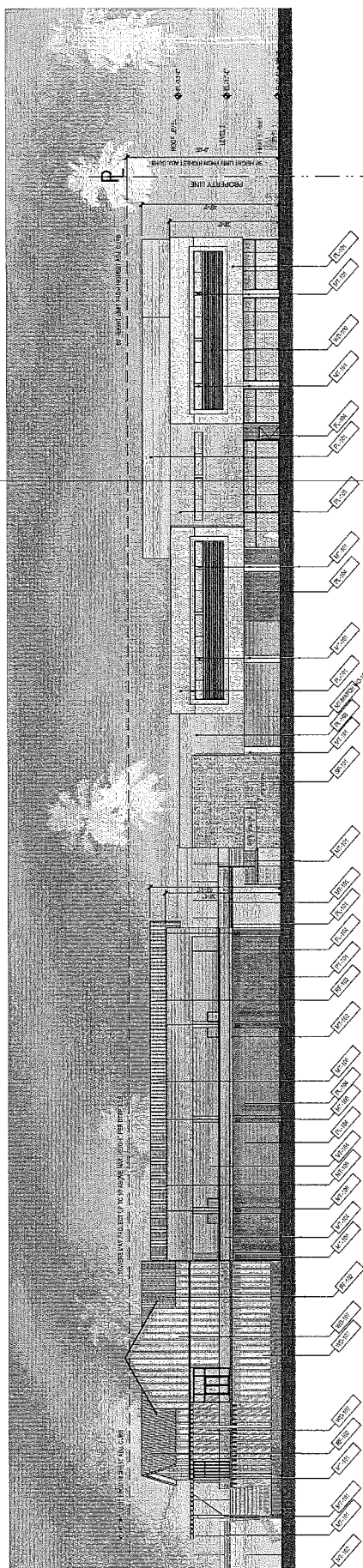
LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS



JERDE
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



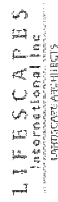
OVERALL NORTH ELEVATION
SCALE: 1/32"=1'-0" (11X17), 1/16"=1'-0" (24X36)

A-204.2
NORTH ELEVATION

JULY 17, 2013



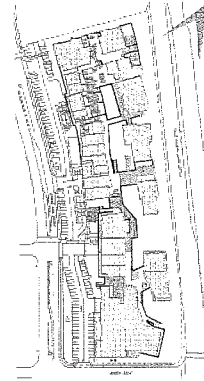
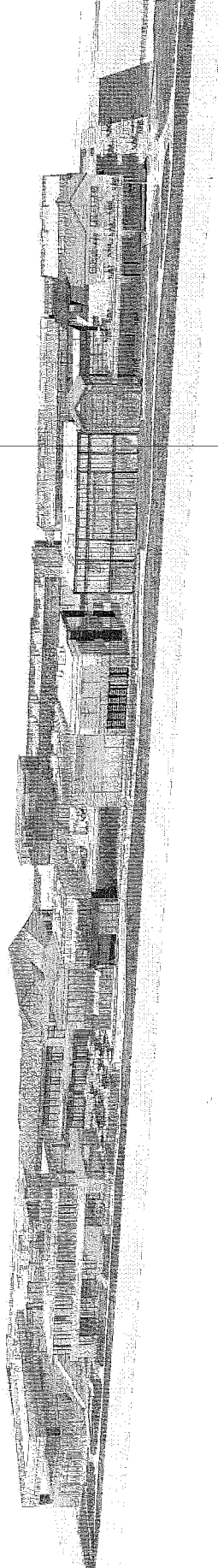
CAPITAL PARTNERS, INC.



JERDE

PACIFIC CITY

HUNTINGTON BEACH, CALIFORNIA



A-205
MASSING VIEW
FROM PACIFIC COAST HWY
JULY 17, 2013

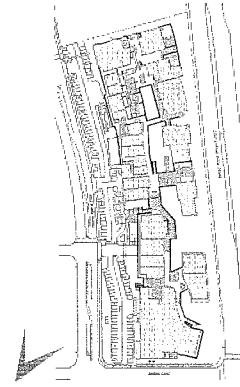
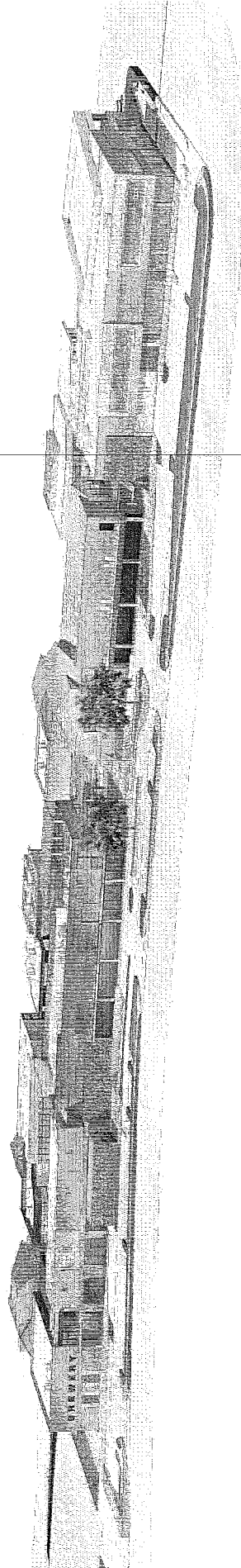
DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECT

SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



A-206
MASSING VIEW
FROM RESIDENTIAL
JULY 17, 2013

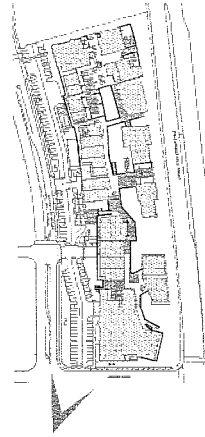
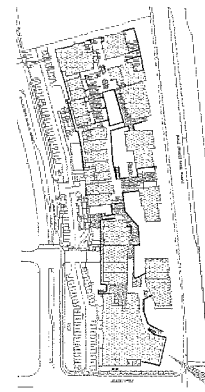
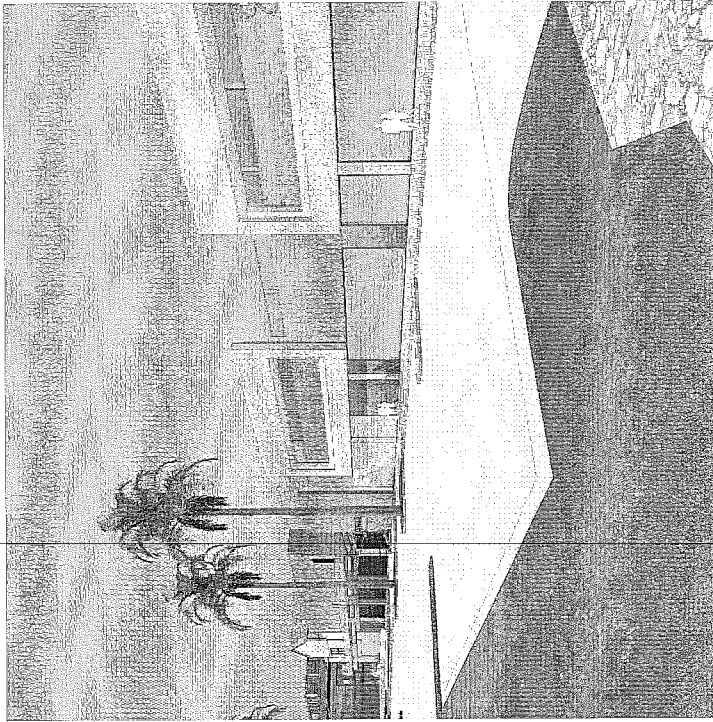
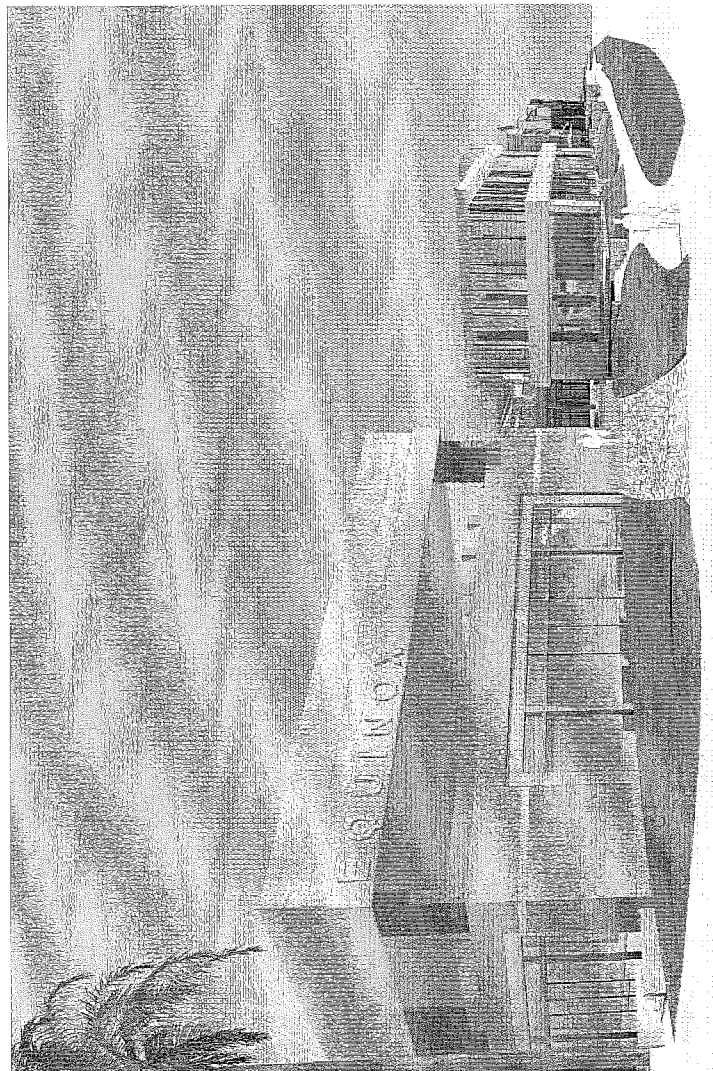
DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

JERDE

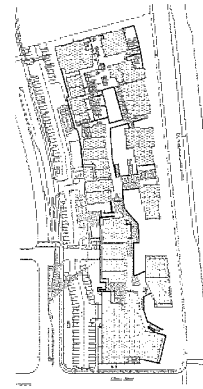
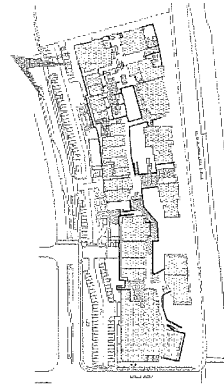
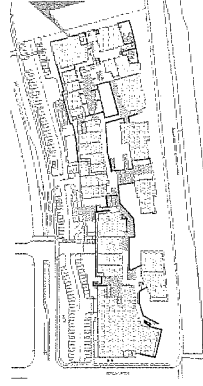
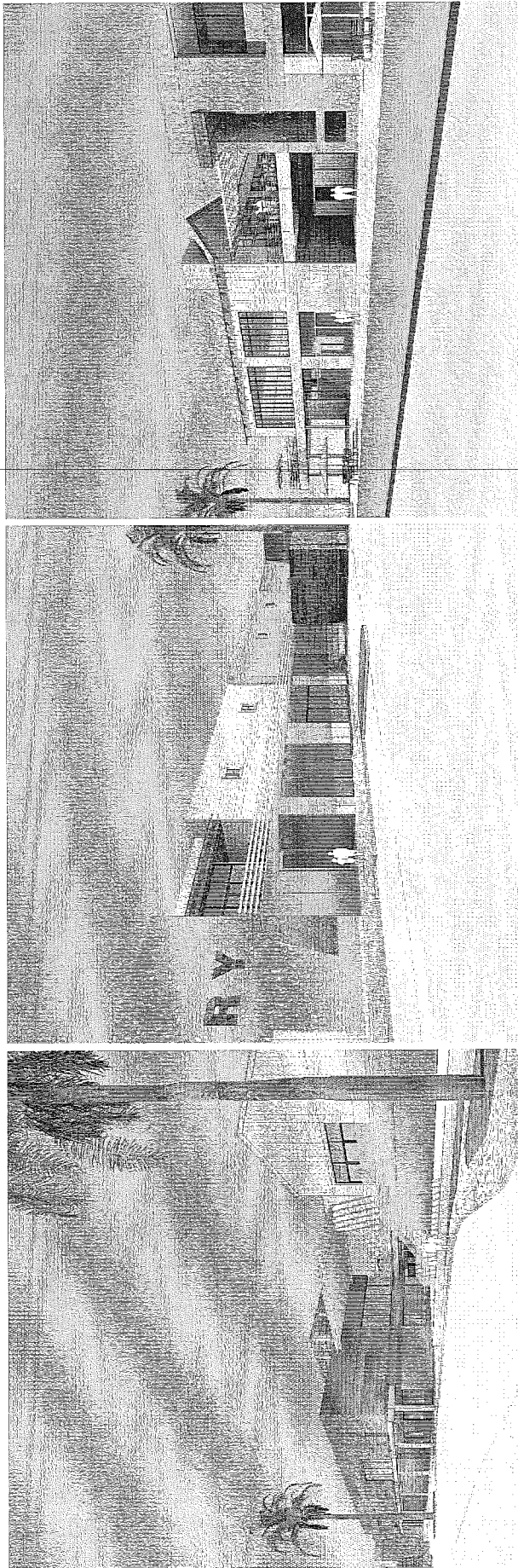
SMS
ARCHITECTS

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

DJM

CAPITAL PARTNERS, INC.

A-207
MASSING VIEW FROM
PACIFIC COAST HIGHWAY
WITH LANDSCAPE
JULY 17, 2013



A-208

MASSING VIEW FROM
PACIFIC COAST HIGHWAY
WITH LANDSCAPE
JULY 17, 2013



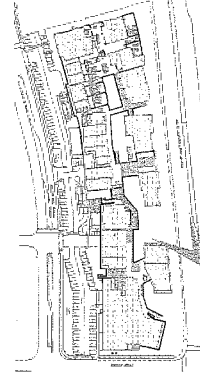
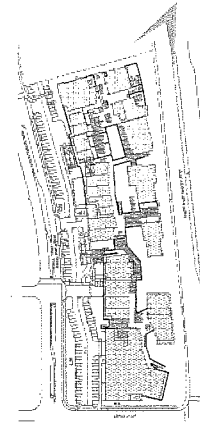
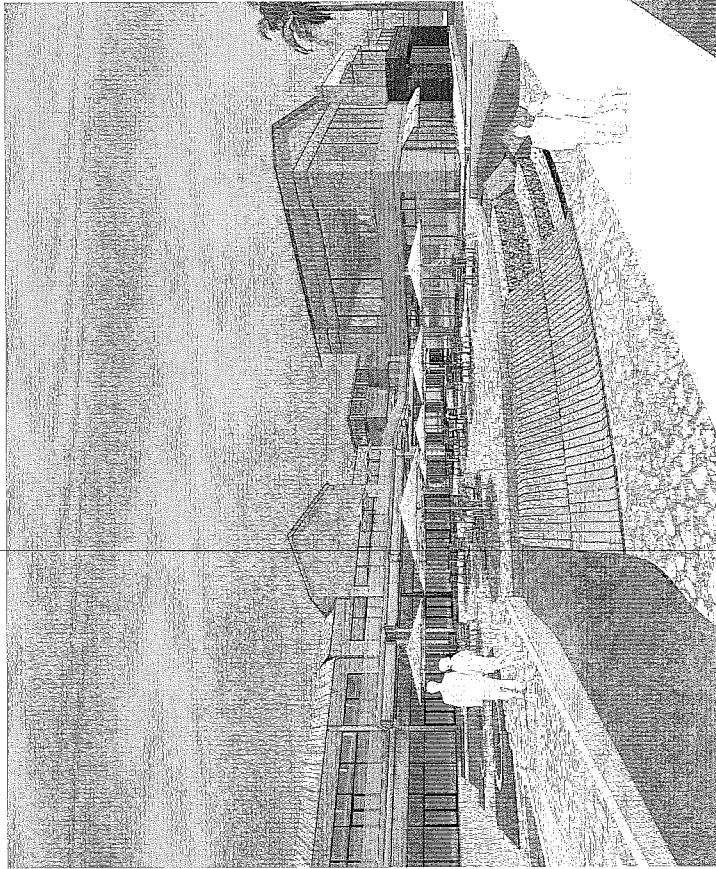
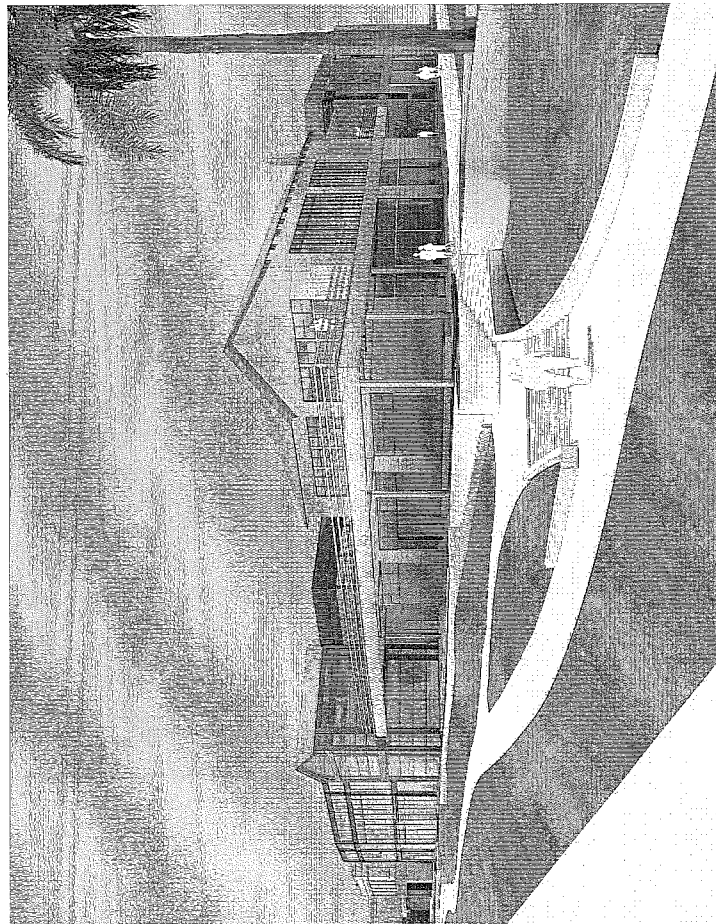
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS



JERDE
ARCHITECTS

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



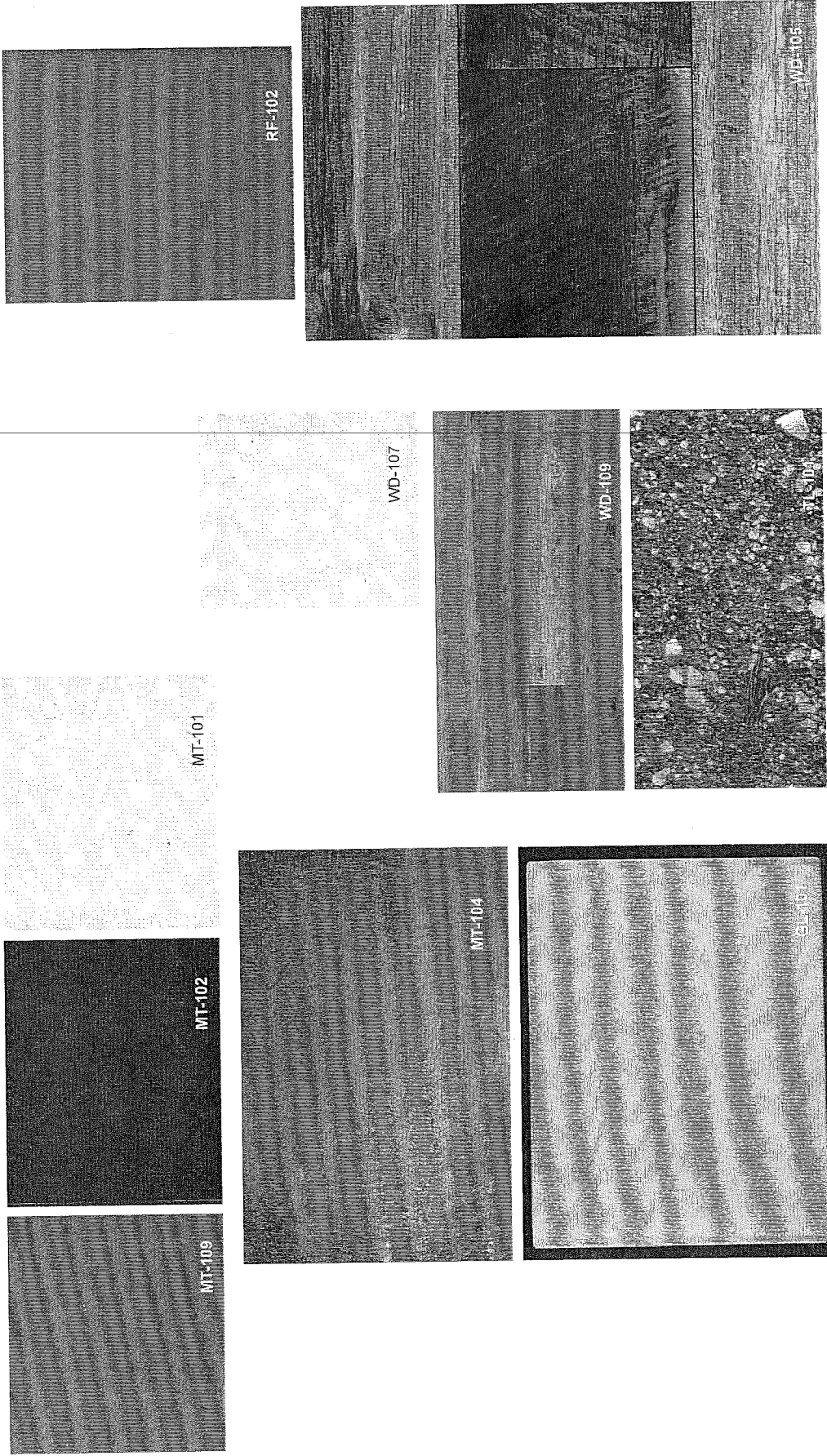
SMS
ARCHITECTS

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

DJM
CAPITAL PARTNERS, INC.

A-209
MASSING VIEW FROM
PACIFIC COAST HIGHWAY
WITH LANDSCAPE
JULY 17, 2013

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



A-210
PRELIMINARY PROJECT
MATERIAL
JULY 17, 2013

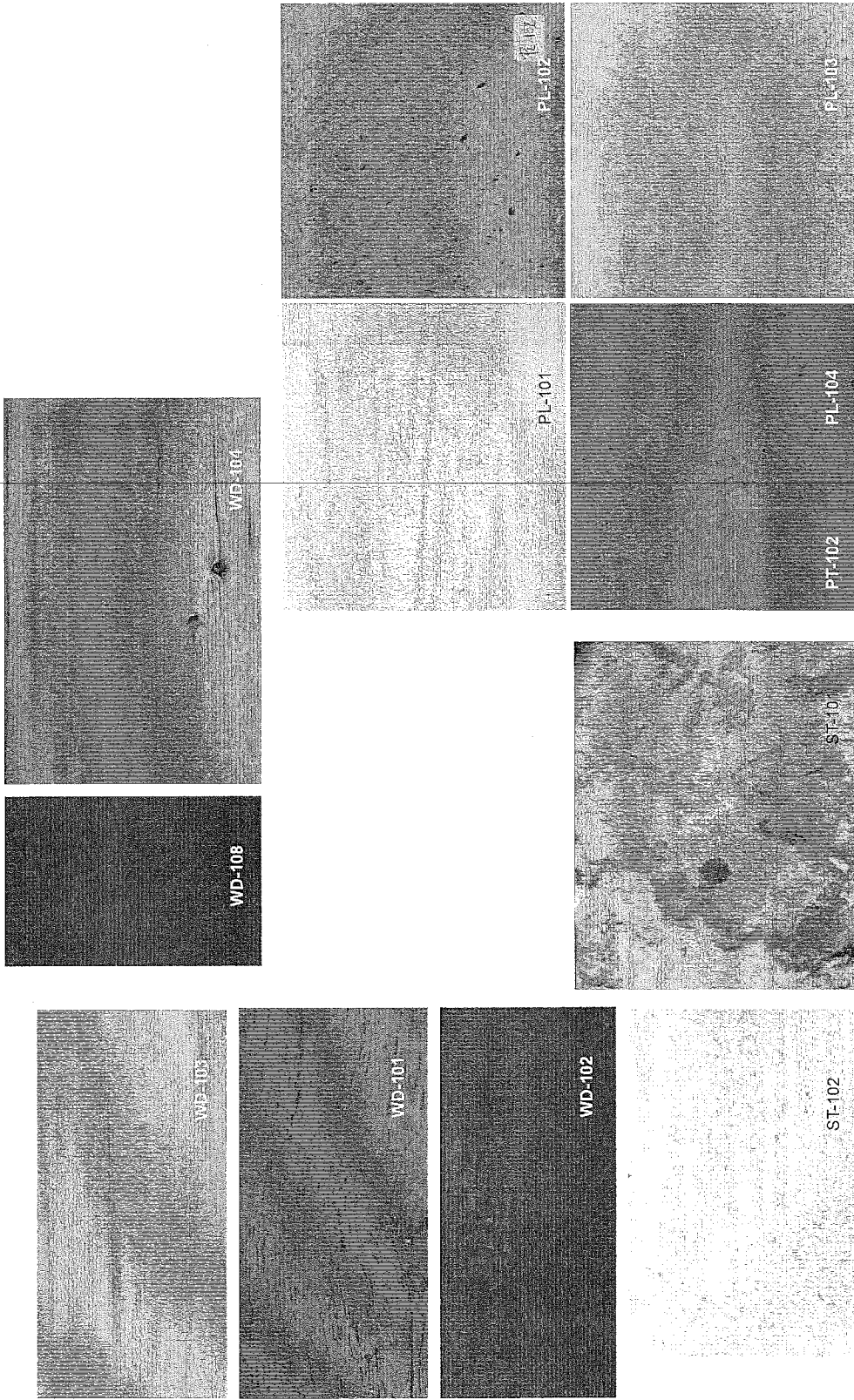
DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



A-211
PRELIMINARY PROJECT
MATERIAL
JULY 17, 2013

DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

GUIDING PRINCIPLES +STRUCTURE OF MEDITERRANEAN COASTAL MASSING

MEDITERRANEAN COASTAL VILLAGES HAVE
A VARIED AND TERRACED MASSING WITH
LANDSCAPE NESTLED BETWEEN THE BUILDINGS.

THE ROOF FORMS HELP TO UNIFY AND TIE
TOGETHER THE BUILDINGS INTO A MORE
MEMORABLE
VILLAGE CLUSTER OR GATHERING OF BUILDINGS.

THE BUILDINGS ARE STAGGERED FROM FRONT TO
BACK TO GIVE A SENSE THAT EVERYONE HAS A
COASTAL VIEW ORIENTATION.

THE FENESTRATION OF THE DIFFERENT BUILDINGS
OFTEN TIMES RELATE IN CHARACTER AND
PROPORTION, AS IF BUILT UNDER A OVERALL
CONTROLLING GUIDELINE.

CALIFORNIA BEACH MEDITERRANEAN

THIS SERIES OF INSPIRATIONAL IMAGES IS A
BLENDING OF THE MEDITERRANEAN COASTAL
MASSING WITH ELEMENTS OF CALIFORNIA
LIFESTYLE AND BEACH.

RICH, WARM AND TEXTURED GROUND PLANE WITH
INDIGENOUS CALIFORNIA LANDSCAPE.

TERRACED RESIDENTIAL SCALE MASSING

BUILDINGS LAYER BACK TO CREATE VIEW
TERRACES THROUGHOUT.

SOFT WARM TONES OF WHITE AND WARM GREY'S
WITH DETAILS OF WOOD RAILINGS, TRELLISES

HUNTINGTON BEACHES FRONT PORCH WITH A
SENSE THAT YOUR GATHERING IN YOUR "FRIENDS
BACK YARD"

PACIFIC CITY MEDITERRANEAN MEETS CALIFORNIA COASTAL

PACIFIC CITY MASSING IS DERIVED FROM THE
FRAMEWORK OF THE MEDITERRANEAN COASTAL
MASSING.

THE PLACEMENT AND FAMILY OF ROOFS FORM A
BALANCE AND INTEGRITY FOR THE OVERALL
VILLAGE

WALL MATERIALS, CHARACTER AND SCALE OF
OPENINGS VARY

THE MIXTURE AND SERENDIPITY OF:
CALIFORNIA COASTAL

RUSTIC COTTAGE

HUNTINGTON SO-CAL ECLECTIC

BUILDINGS WITH A NOD TO THE ENVIRONMENT

BUILDINGS THAT AREN'T ABOUT A LOOK AT ME
ATTITUDE, RATHER ALLOW FOR A RELAXED
BEACH LIFESTYLE TO OCCUR BETWEEN THE
BUILDINGS.

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

JERDE

SMS
ARCHITECTS

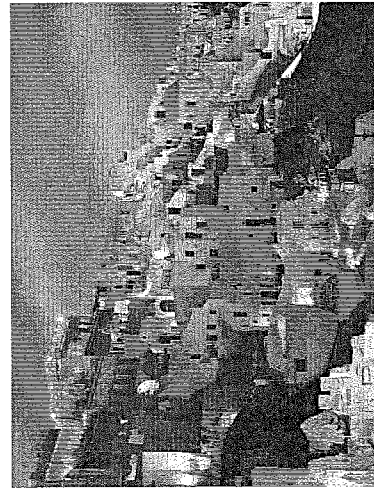
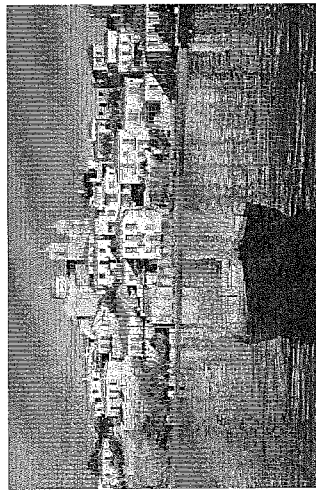
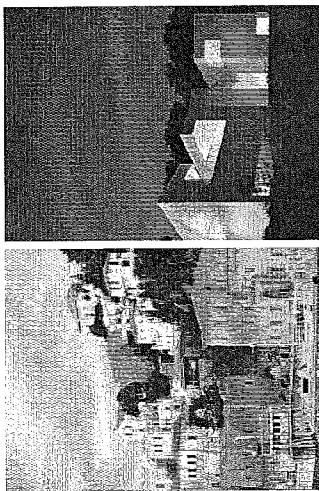
LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS

DJM

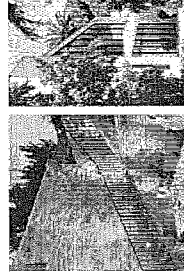
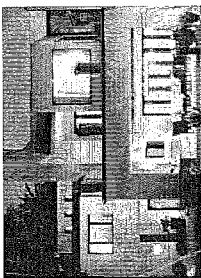
CAPITAL PARTNERS, INC.

A-212
NARRATIVE

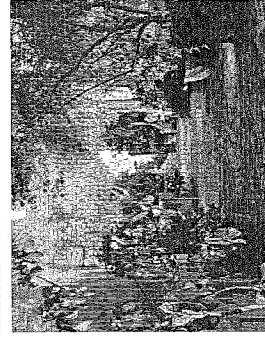
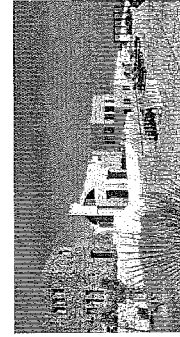
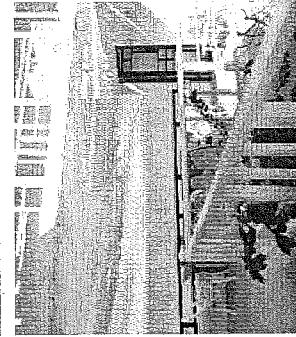
JULY 17, 2013



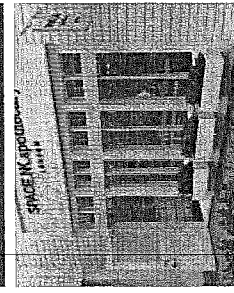
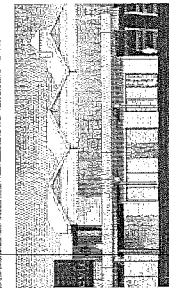
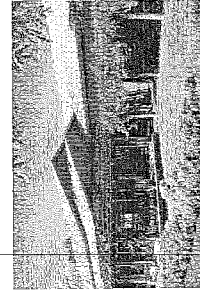
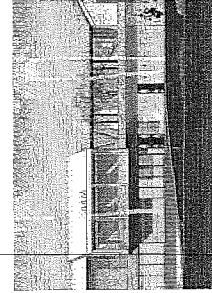
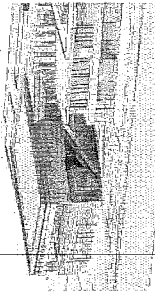
MEDITERRANEAN COASTAL MASSING



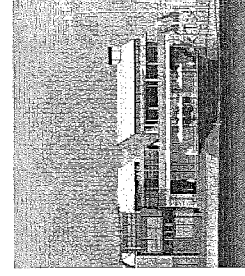
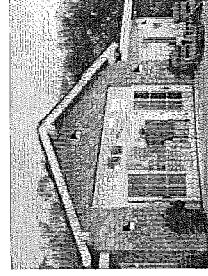
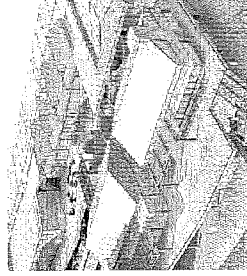
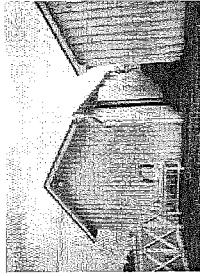
CALIFORNIA BEACH MEDITERRANEAN



CALIFORNIA BEACH MEDITERRANEAN



CALIFORNIA BEACH MEDITERRANEAN



A-213
ARCHITECTURAL
PRECEDENT AND IMAGES
JULY 17, 2013

DJM
CAPITAL PARTNERS, INC.

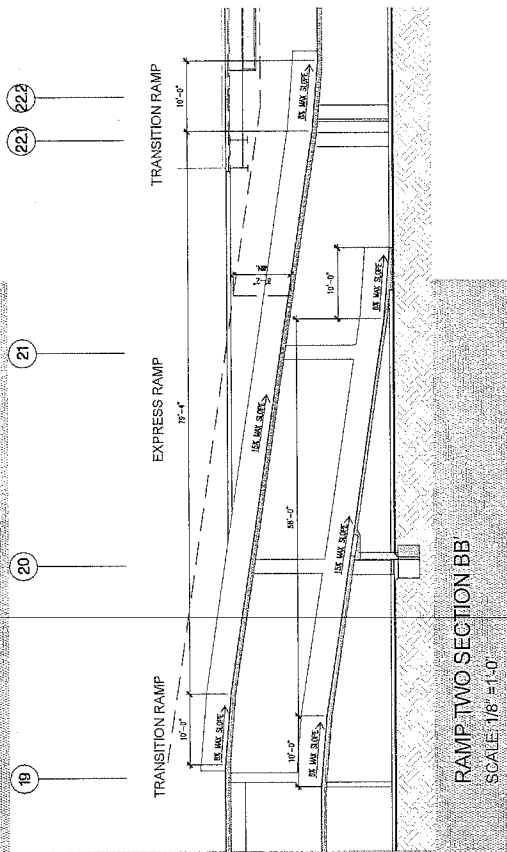
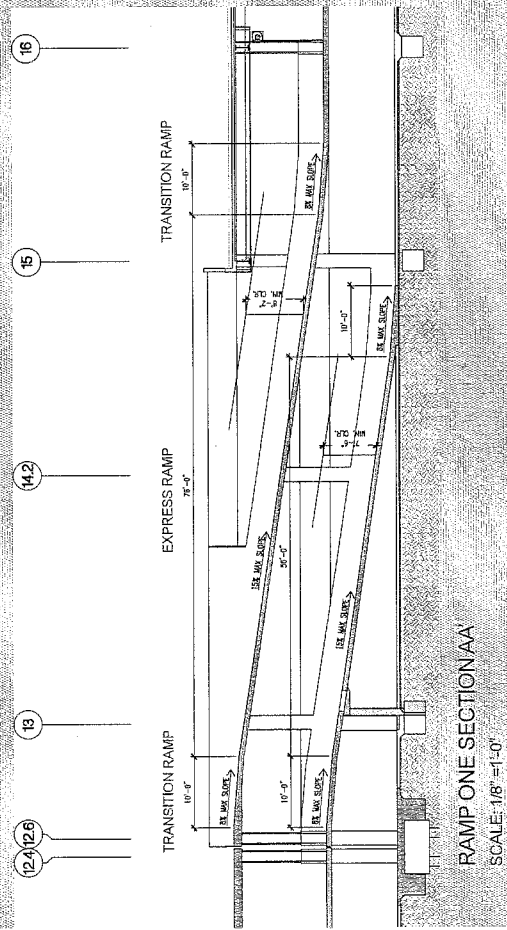
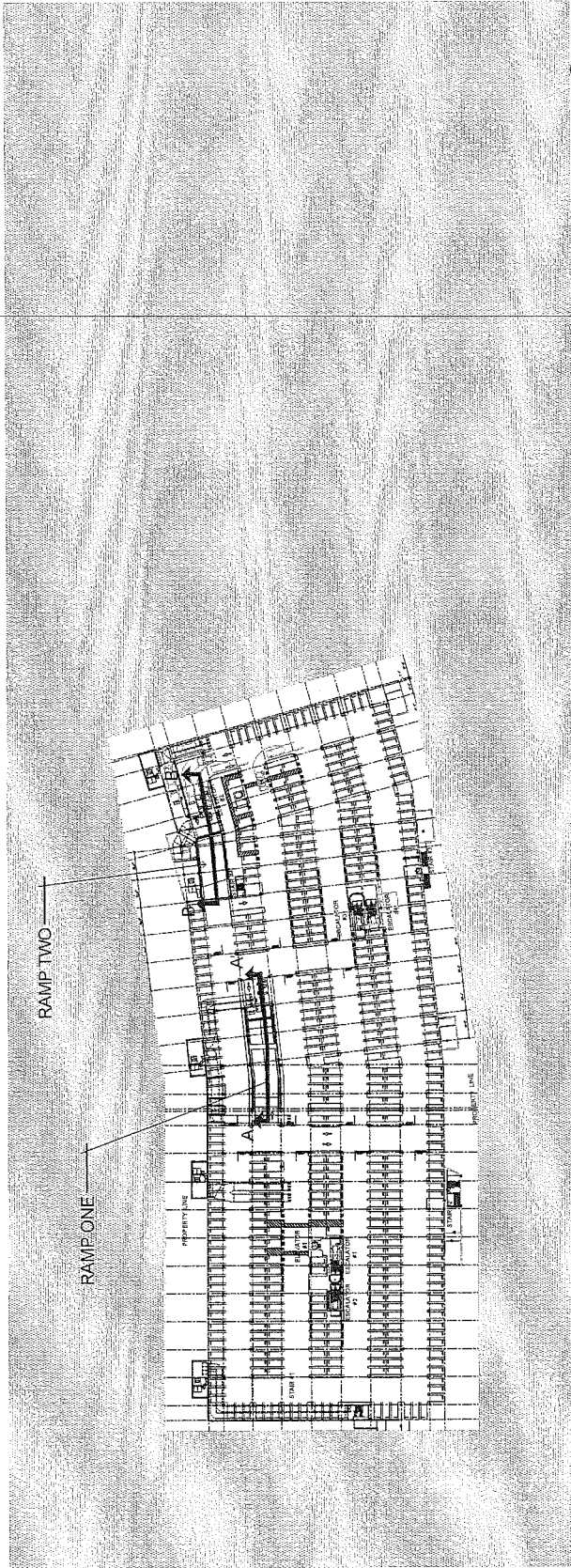
LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS

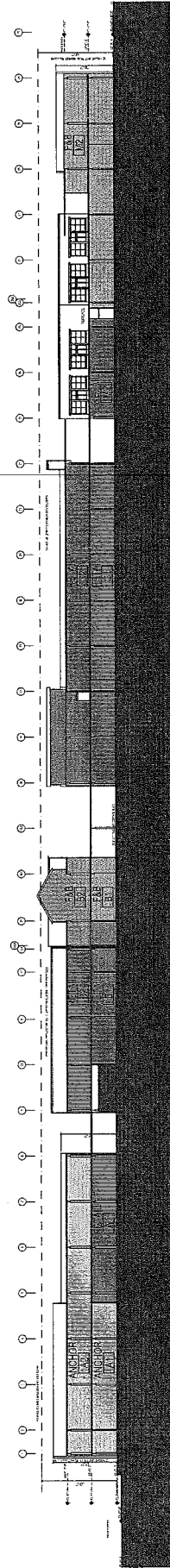
JERDE
ARCHITECTS

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

**PACIFIC
CITY**

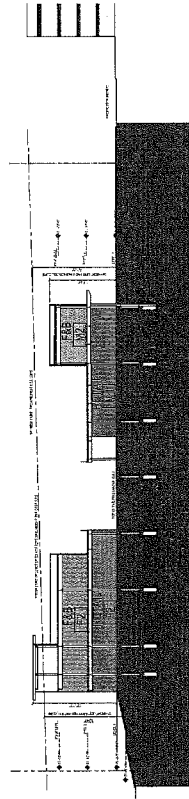
retail
sections





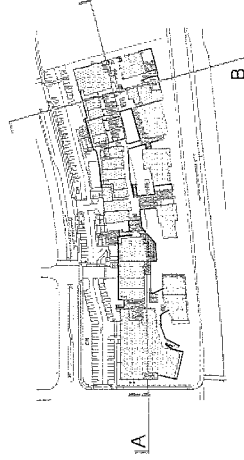
SECTION A

SCALE: 1/32" = 1'-0" (24X36), 1/64" = 1'-0" (11X17)



SECTION B

SCALE: 1/32" = 1'-0" (24X36), 1/64" = 1'-0" (11X17)



A-302
RETAIL BUILDING SECTIONS
JULY 17, 2013

DJM
CAPITAL PARTNERS, INC.

LIFESPACES
International Inc.
ANDREW F. ARCHITECTS

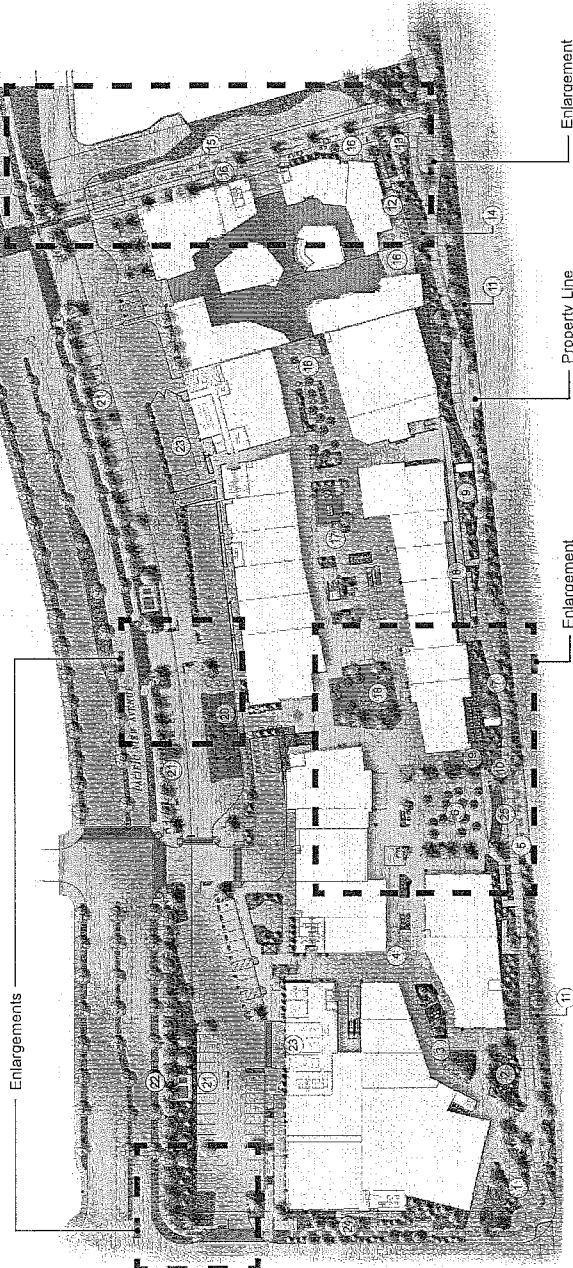
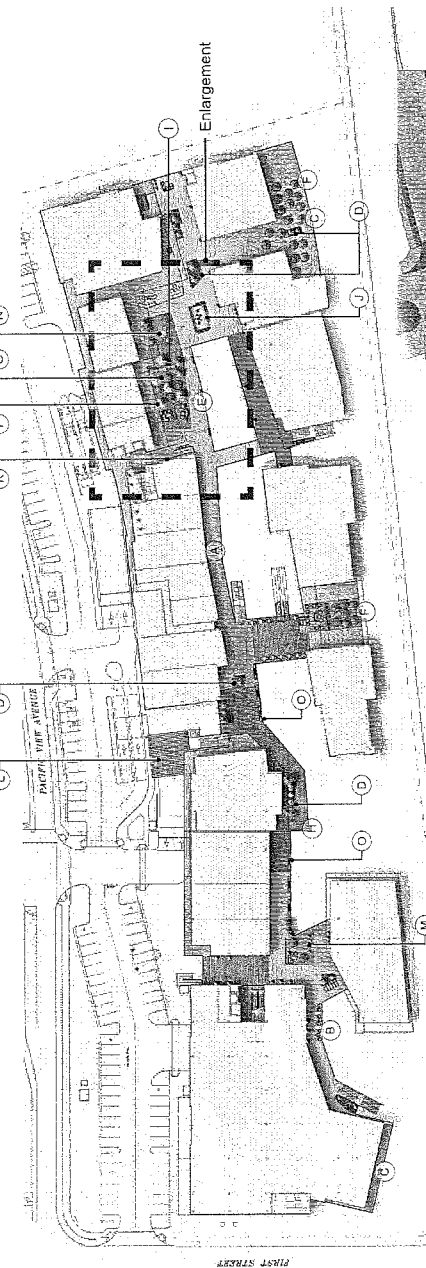
SMS
ARCHITECTS

JERDE
ARCHITECTS

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

**PACIFIC
CITY**

landscape
drawings



LEVEL TWO

- A. PEDESTRIAN WALKWAY
- B. SUNSET / BEACH VIEW DECK
- C. TENANT VIEW DECK
- D. RAISED PLANTER
- E. EVENT AREA OVERLOOK
- F. OUTDOOR DINING OPPORTUNITY
- G. OUTDOOR LOUNGE AREA
- H. PLAZA OVERLOOK
- I. EVENT / OUTDOOR ACTIVITY AREA
- J. RAISED PLANTER / FOCAL ELEMENT
- K. OUTDOOR MOVIE VIEWING WALL
- L. TRELIS STRUCTURE
- M. SEATING AREAS
- N. STRING LIGHTS
- O. BENCH SEATING
- P. MOVABLE PLANTERS & FURNISHINGS

NOTES: SMART IRRIGATION CONTROLLERS USING STATE OF THE ART WATER SAVING COMPONENTS INCLUDING WEATHER BASED CONTROLLERS, RAIN SHUT-OFFS, FLOW SENSORS AND EFFICIENT SPRAY AND DRIP IRRIGATION DEVICES. PLANTS WILL BE GROUPED BASED ON SIMILAR WATER REQUIREMENTS FOR MAXIMUM WATER EFFICIENCY.

LANDSCAPE PLANTING, MAINTENANCE AND IRRIGATION SHALL COMPLY WITH THE CITY ARBORICULTURAL AND LANDSCAPE STANDARDS AND SPECIFICATIONS.

LEVEL ONE

- 1. POE ENTRY RAMP
- 2. VIEW DECK
- 3. RAISED PLANTER (TYPICAL)
- 4. PEDESTRIAN PLAZA
- 5. TURF PANEL (TYPICAL)
- 6. EVENT PLAZA (SEE ENLARGEMENT)
- 7. 8' MEANDERING WALKWAY
- 8. RETAIL STORE FRONT ACCESS
- 9. GARAGE ACCESS
- 10. ENTRY POINT FROM PCH
- 11. SLOPED PLANTING (PCH)
- 12. MARKET DECK
- 13. MARKET AREA ACCESS RAMP + STEPS
- 14. RETAINING WALLS (NOT TO EXCEED 42")
- 15. 20' PUBLIC EASEMENT W/ WALKWAY, PLANTING & TURF
- 16. OUTDOOR PAID SEATING
- 17. OUTDOOR LOUNGE W/ GAME TABLES
- 18. WATER PLAZA
- 19. OUTDOOR DINING OPPORTUNITIES (TYPICAL)
- 20. VALET DROP-OFF / PICK-UP
- 21. ON GRADE PARKING (SIDEWALK (PACIFIC VIEW))
- 22. STREET / LOADING AREAS
- 23. STREET PLANTING / SIDEWALK (FIRST STREET)
- 24. STREET PLANTING / SIDEWALK (FIRST STREET)
- 25. VIEW BENCHES

SCALE 1"=100'-0"

LS-01
LANDSCAPE CONCEPT
SITE PLAN
JULY 17, 2013

DJM
CAPITAL PARTNERS, INC.

LIFESPACES
International Inc.
LANDSCAPE ARCHITECTS

SMS
ARCHITECTS

JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

INTERIOR LANDSCAPE SUMMARY

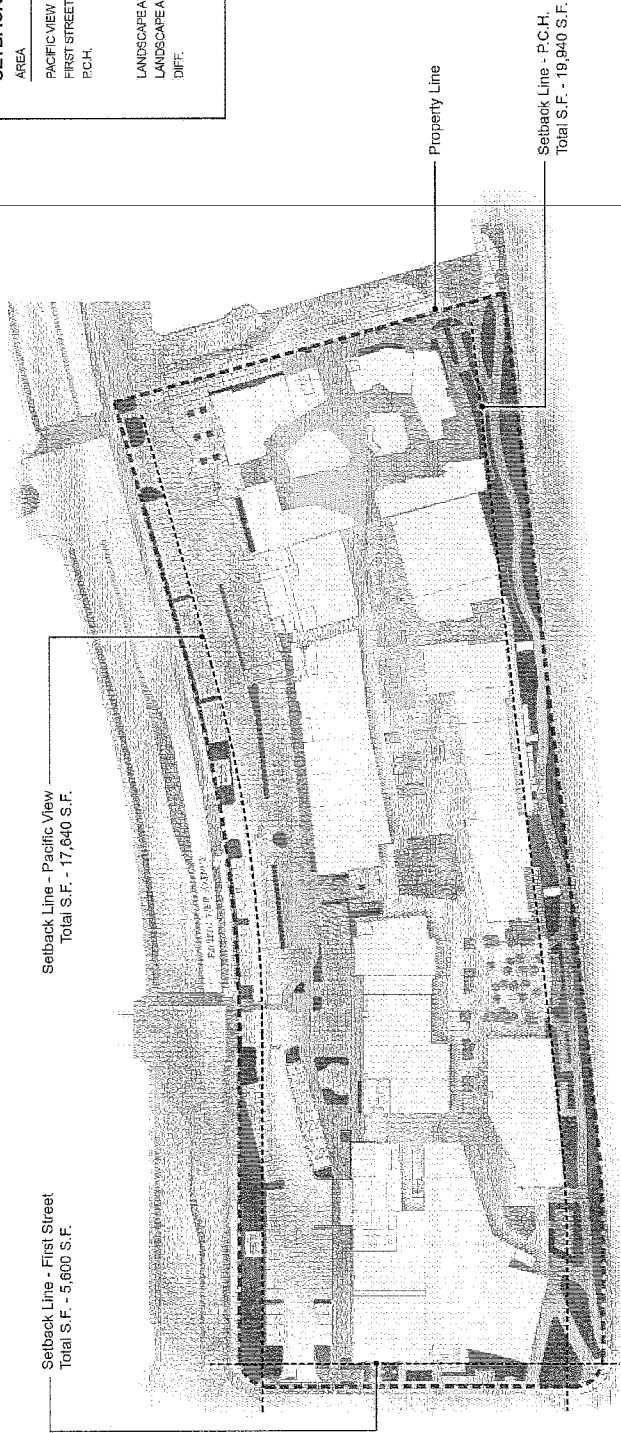
LANDSCAPE AREA PROPOSED	14,450 S.F.
LANDSCAPE AREA REQUIRED (6% PERIMETER)	1,470 S.F.
DIFF.	12,980 S.F.

LEGEND

	PLANTING AREAS
	HARDSCAPE AREA

SETBACK LANDSCAPE SUMMARY

AREA	PROPOSED LANDSCAPE AREA
PACIFIC VIEW	10,800 S.F.
FIRST STREET PCH.	3,166 S.F.
	15,450 S.F.
LANDSCAPE AREA PROPOSED	29,410 S.F.
LANDSCAPE AREA REQUIRED (70%)	30,226 S.F.
DIFF.	816 S.F.

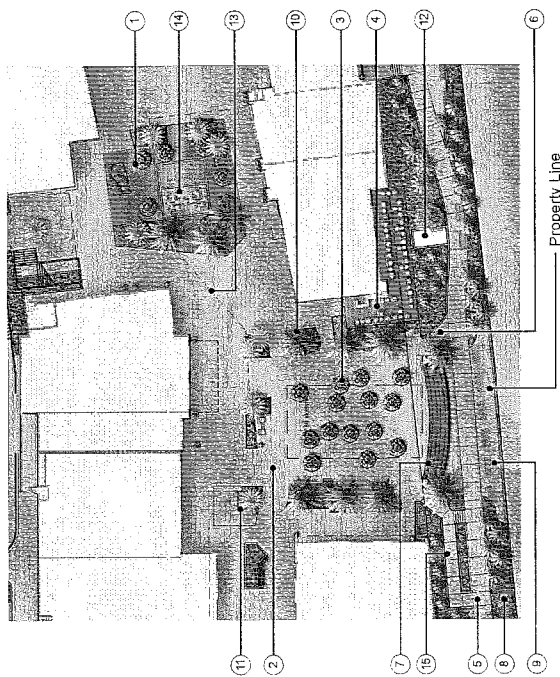


SCALE 1"=100'-0"

LS-02

LANDSCAPE SCREENING & PLANTING

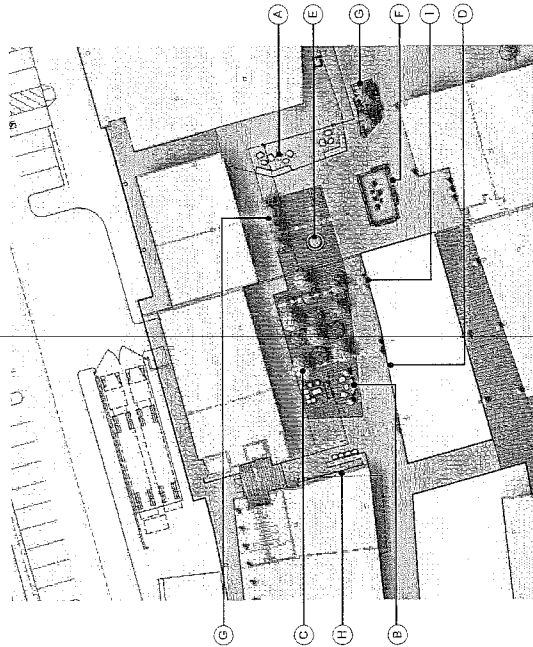
JULY 17, 2013



LEVEL 1
EVENT AREAS

LEVEL ONE

1. SMALL EVENT SPACE
2. EVENT SPACE
3. MOVABLE POTTERY & FURNISHINGS TO ALLOW FOR EVENTS
4. OUTDOOR DINING OPPORTUNITY
5. 8' WIDE (MINIMUM) MEANDERING WALK
6. ACCESS STEPS
7. OCEAN FRONT STEPS / BENCH SEATING
8. LOW PLANTING
9. TURF
10. PALMS IN RAISED PLANTERS
11. RAISED PLANTER
12. GARAGE VENT - FLUSH TO GRADE
13. OVERHEAD DECK LIMIT
14. WATER FEATURE FOCAL ELEMENT
15. ACCESS RAMP



LEVEL 2
EVENT AREA

LEVEL TWO

- A. OUTDOOR DINING OPPORTUNITY
- B. LOUNGE SEATING
- C. MOVABLE POTTERY & FURNISHINGS TO ALLOW FOR EVENTS
- D. OVERLOOK RAILING TO LEVEL ONE
- E. FIRE PIT
- F. BENCH SEATING
- G. RAISED PLANTERS
- H. MOVIE WALL
- I. STRING LIGHT SUPPORTS

SCALE 1"=50'-0"

LS-03
LANDSCAPE CONCEPT
RETAIL PLAZAS
JULY 17, 2013



CAPITAL PARTNERS, INC.

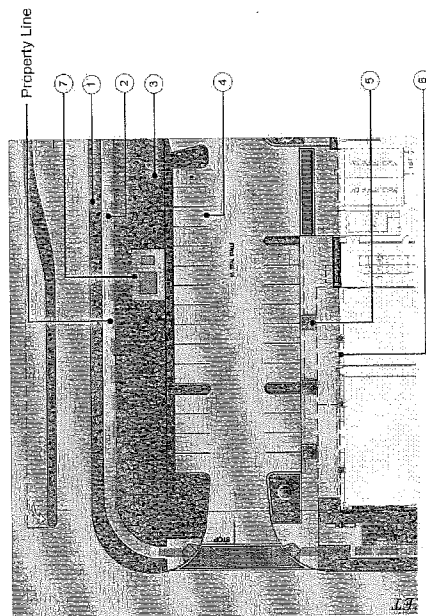
LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS



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ARCHITECTS

JERDE

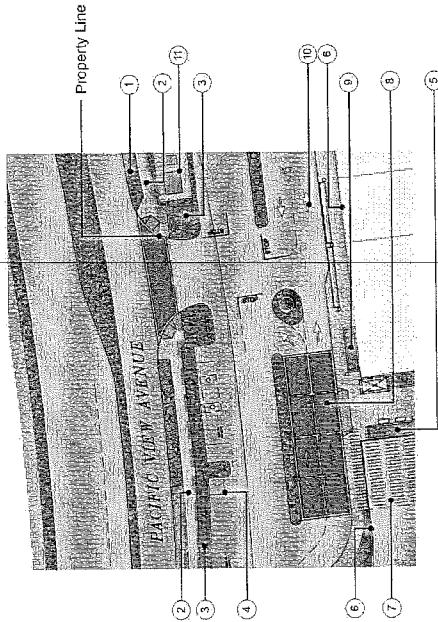
PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



LEVEL 1
FIRST STREET / PACIFIC VIEW

LEVEL ONE

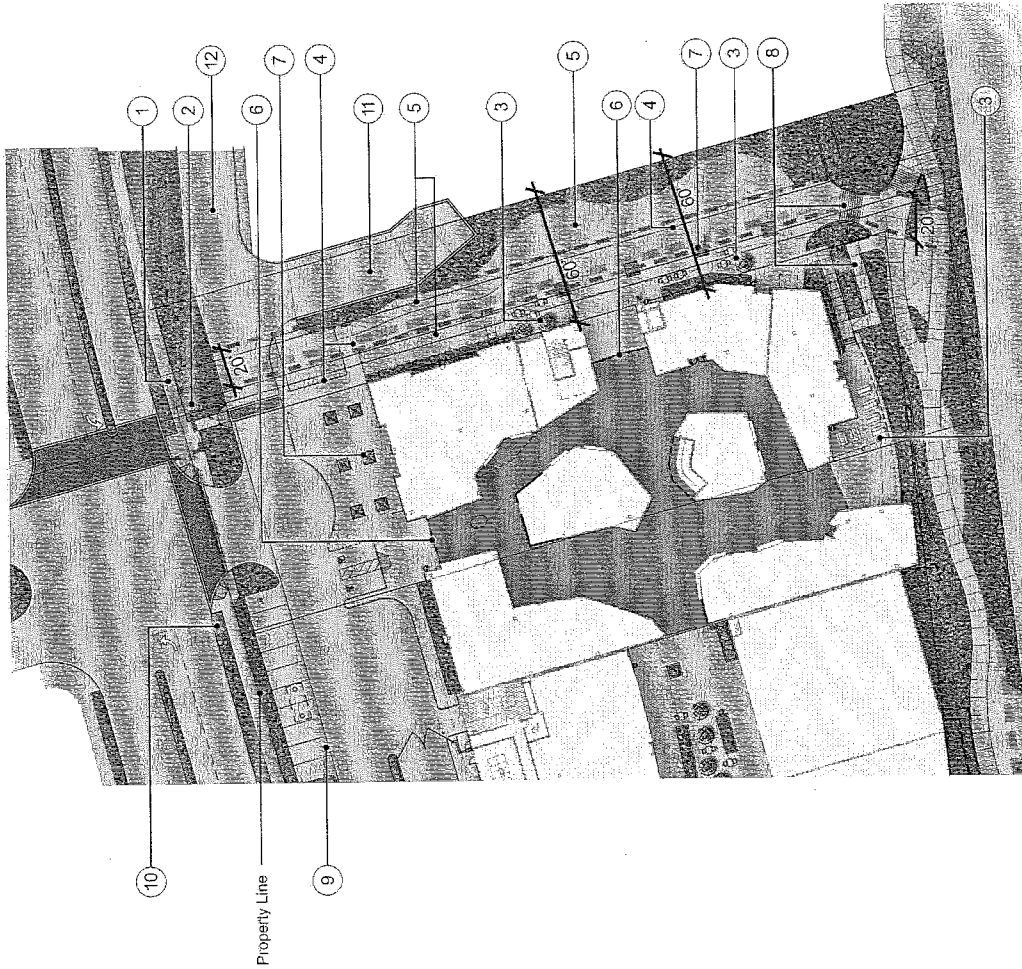
1. 8' WIDE PLANTED PARKWAY
2. 6' WIDE PEDESTRIAN WALKWAY
3. ENLARGED PLANTING BUFFER (AVG. 10' WIDE) INCLUDING TREES / PALMS & MINIMUM 32" HIGH SCREEN PLANTING
4. PARKING
5. RAISED PLANTERS (24" HIGH)
6. RETAIL FACADE
7. UTILITIES W/ SCREEN PLANTING



LEVEL 1
PACIFIC VIEW

LEVEL ONE

1. 8' WIDE PLANTED PARKWAY
2. 6' WIDE PEDESTRIAN WALKWAY
3. ENLARGED PLANTING BUFFER (AVG. 10' WIDE) INCLUDING TREES / PALMS & MINIMUM 32" HIGH SCREEN PLANTING
4. PARKING
5. RAISED PLANTERS (24" HIGH)
6. RETAIL FACADE
7. TRELLIS ELEMENT
8. VALET DROP-OFF AREA
9. PLANTER / VINE WALLS
10. RAMP TO PARKING
11. UTILITIES W/ SCREEN PLANTING



LEVEL ONE

1. 6' SIDEWALK
2. LANDSCAPE BUFFER (10' AVG. WIDTH)
3. OUTDOOR SEATING
4. MIN. 8' WIDE PEDESTRIAN PATH
5. TURF CORRIDOR
6. MARKET ENTRY
7. PLANTER AREAS
8. ACCESS FROM POH SIDEWALK
9. PARKING
10. 6' LANDSCAPE PARKWAY
11. FUTURE HOTEL PARKING RAMP
12. FUTURE HOTEL ENTRY DRIVE

20' PEDESTRIAN CORRIDOR

SCALE 1"=50'-0"

LEVEL ONE

1. ACCESS STEPS WITH HANDRAILS

2. ACCESS STEPS FROM GARAGE BELOW

3. ACCESS RAMP WITH HANDRAILS

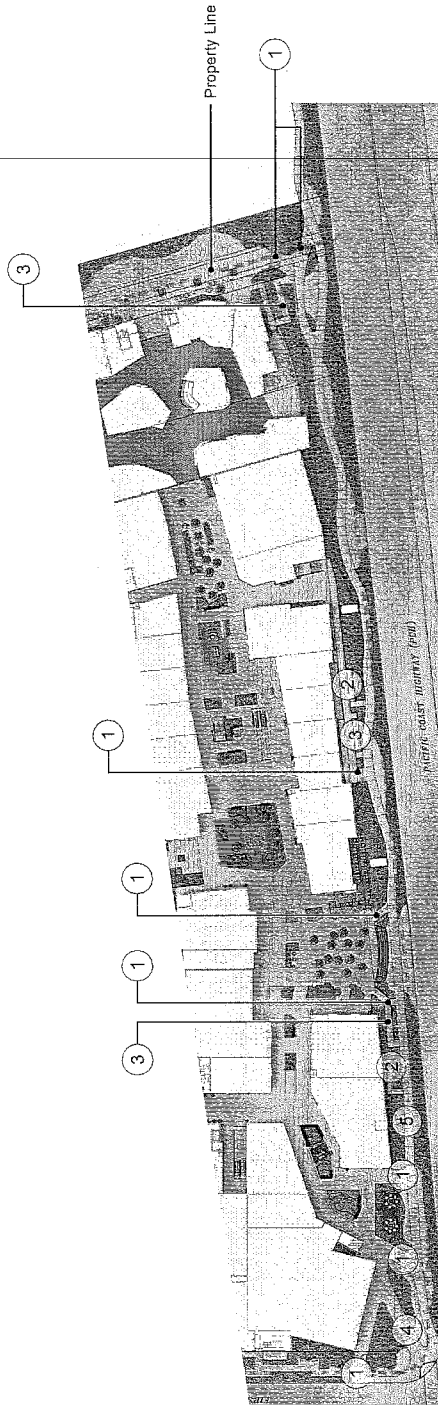
4. RAMPED ENTRY

5. 8' MEANDERING WALKWAY

6. PEDESTRIAN CORRIDOR

7. OUTDOOR SEATING AREAS

8. RETAIL CORE AND EVENT DECK



SCALE 1"=100'-0"

LS-06
LANDSCAPE CONCEPT
ACCESS PLAN
JULY 17, 2013

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PACIFIC CITY

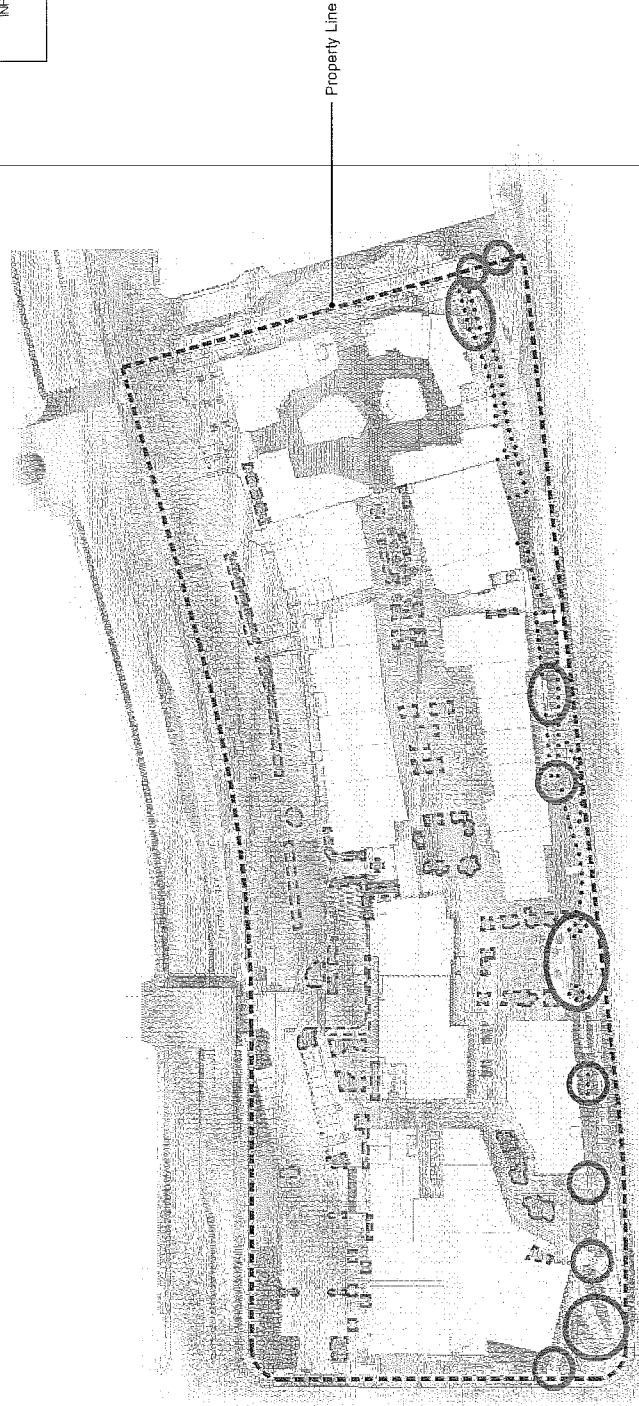
HUNTINGTON BEACH, CALIFORNIA

ATTACHMENT NO. 2.65

LEGEND

- • • RETAINING WALL 42" HIGH
- STEPS / RAMPS STEP SEATING
- RAISED PLANTER 24" HIGH

REFER TO LANDSCAPE SECTIONS FOR ADDITIONAL INFORMATION



SCALE 1"=100'-0"

ATTACHMENT NO. 2-66

LS-07
LANDSCAPE CONCEPT
WALL + FENCE
JULY 17, 2013

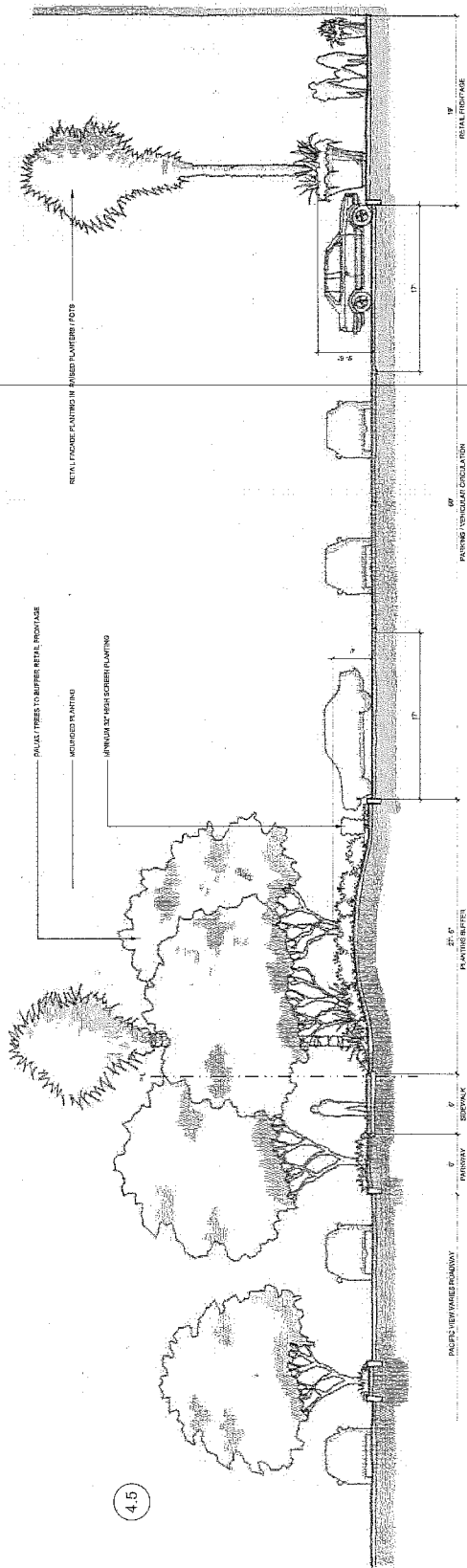
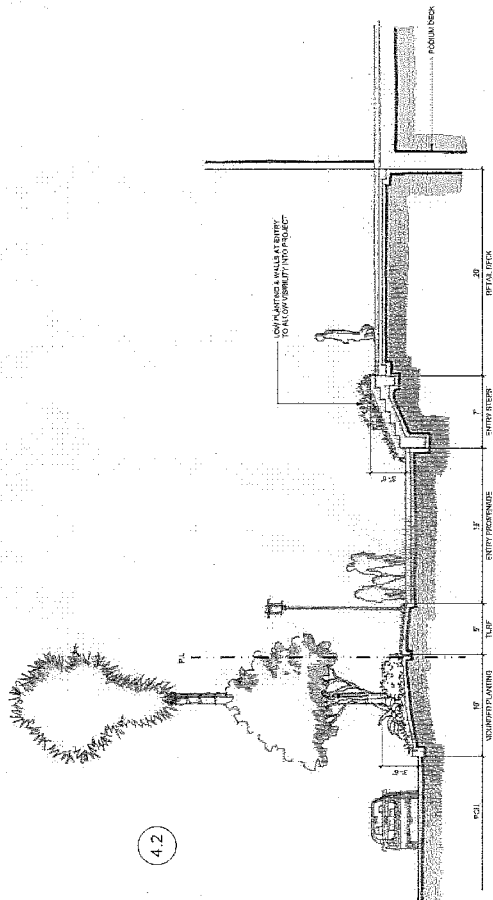
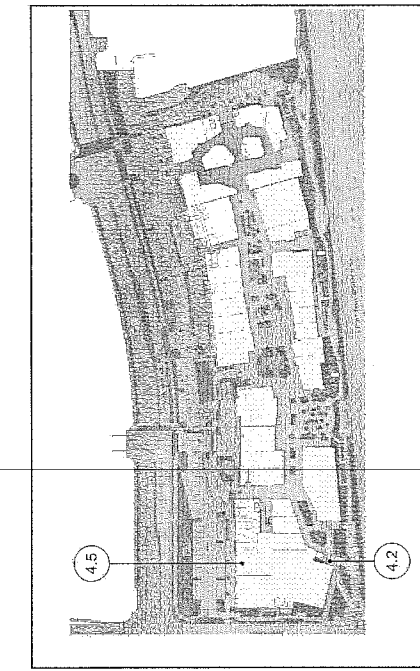
DJM
CAPITAL PARTNERS, INC.

LIFESPACES
International Inc.
LANDSCAPE ARCHITECTS

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ARCHITECTS

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



SCALE 3/32"=1'-0"

ATTACHMENT NO. 2.67

LS-08
LANDSCAPE CONCEPT
SECTIONS
JULY 17, 2013

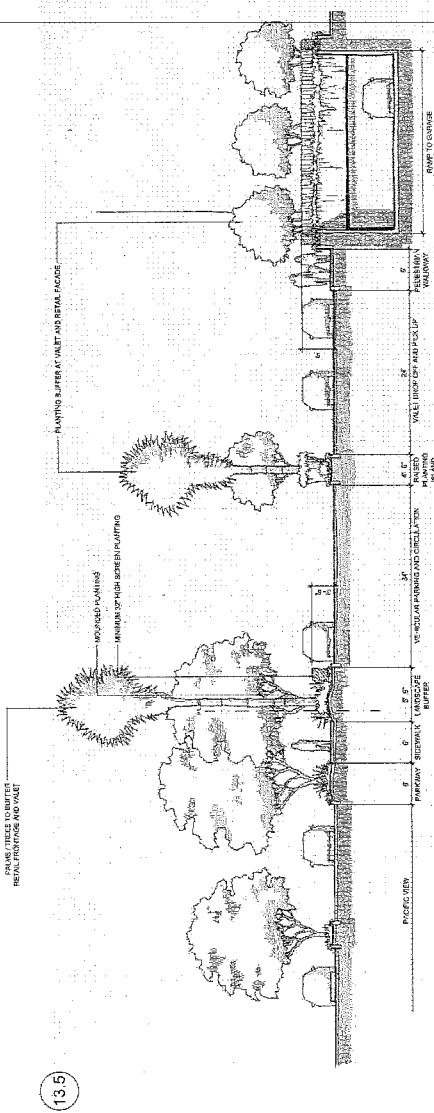
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CAPITAL PARTNERS, INC.

LIFESCAPES
INTERNATIONAL, INC.
LANDSCAPE ARCHITECTS

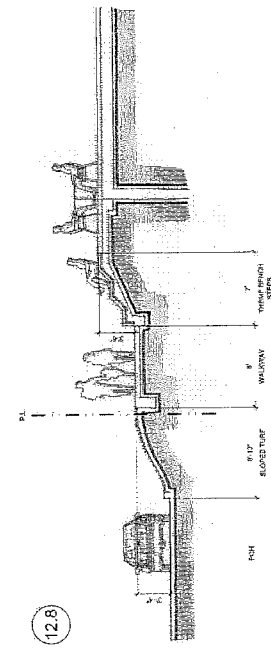
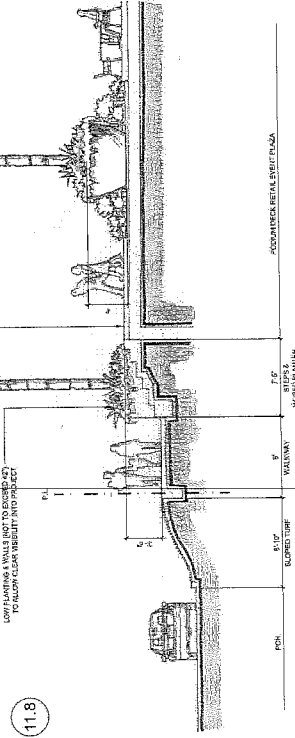
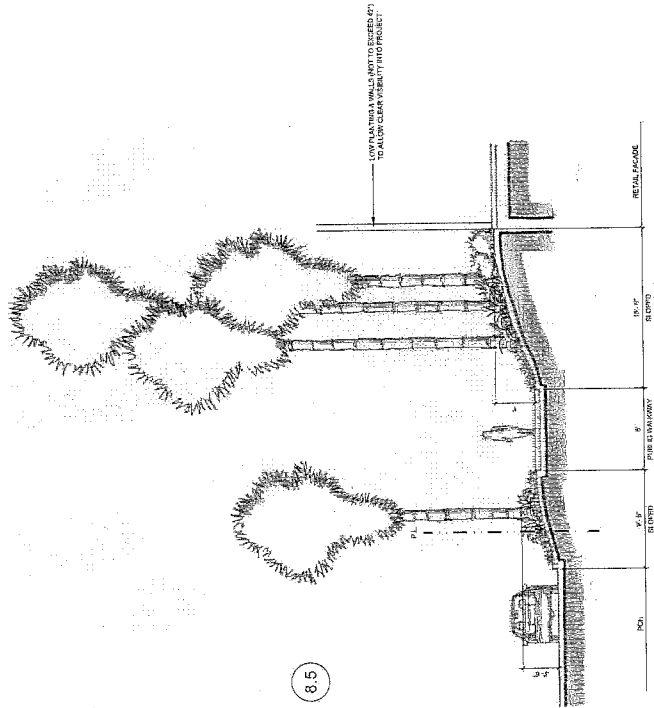
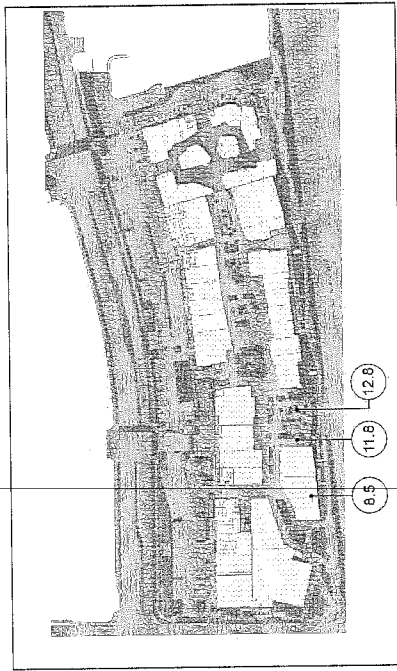
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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



ATTACHMENT NO. 2.68



SCALE 3/32"=1'-0"

LS-10
LANDSCAPE CONCEPT
SECTIONS
JULY 17, 2013

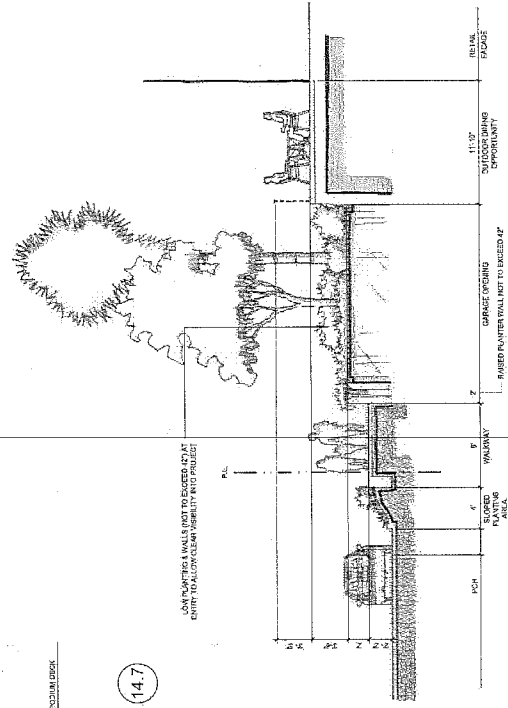
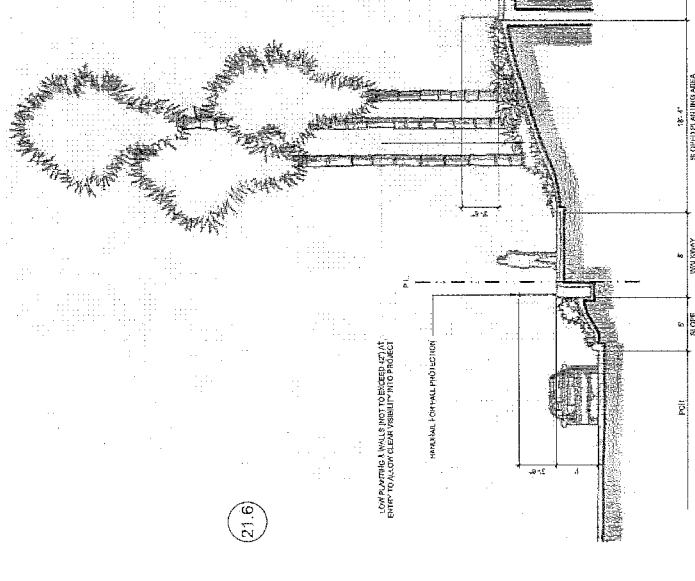
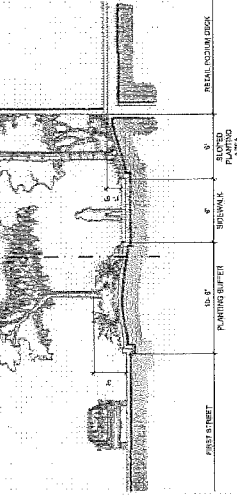
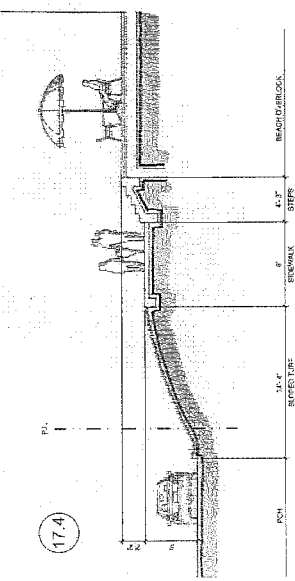
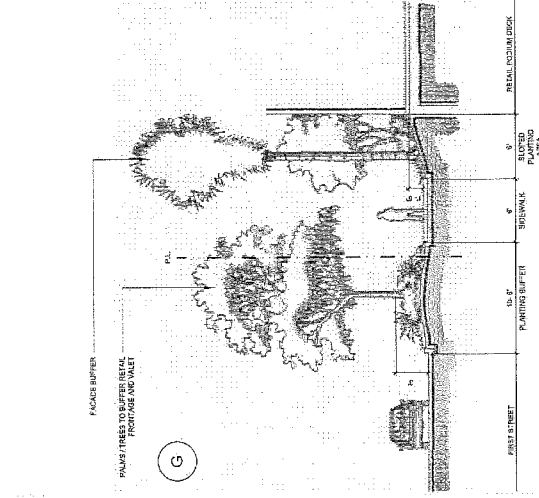
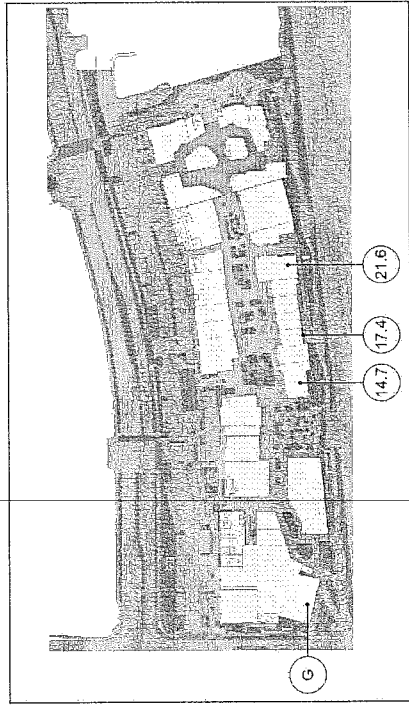
DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc
LANDSCAPE ARCHITECTS

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ARCHITECTS

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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



SCALE 3/32"=1'-0"

LS-11
LANDSCAPE CONCEPT
SECTIONS
JULY 17, 2013

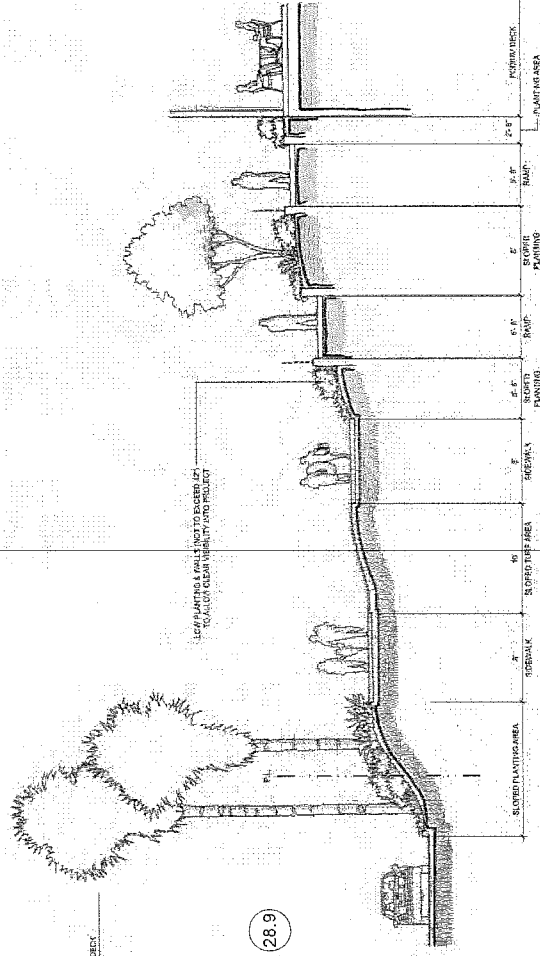
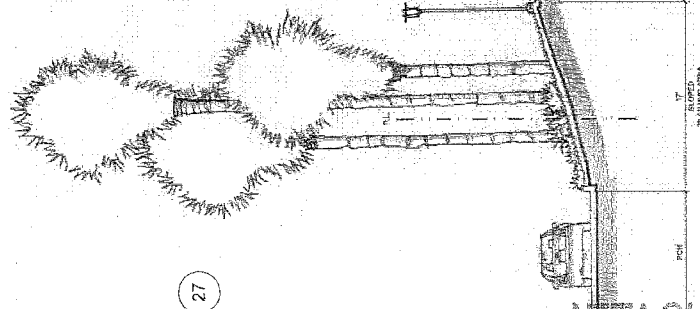
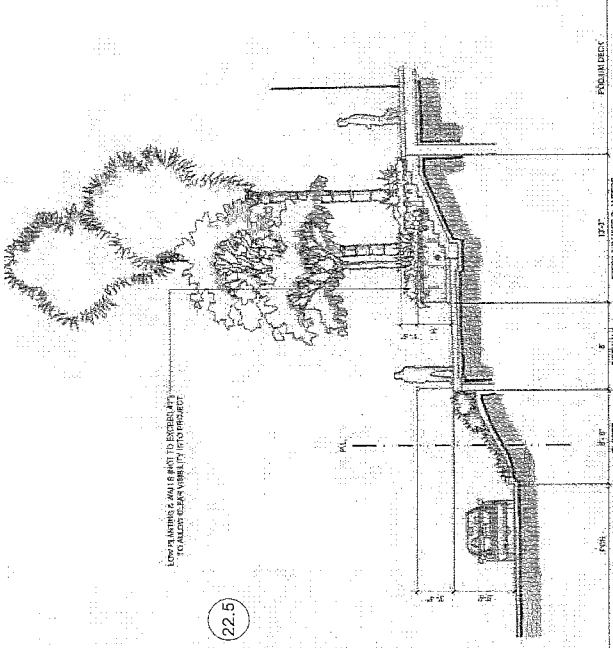
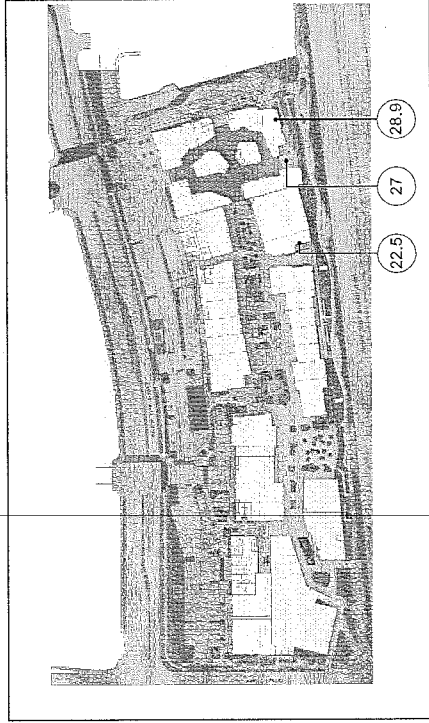
DJM
CAPITAL PARTNERS, INC.

LIFESCAPES
International, Inc.
LANDSCAPE ARCHITECTS

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ARCHITECTS

JERDE
ARCHITECTS

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



SCALE 3/32"=1'-0"

LS-12
LANDSCAPE CONCEPT
SECTIONS
JULY 17, 2013

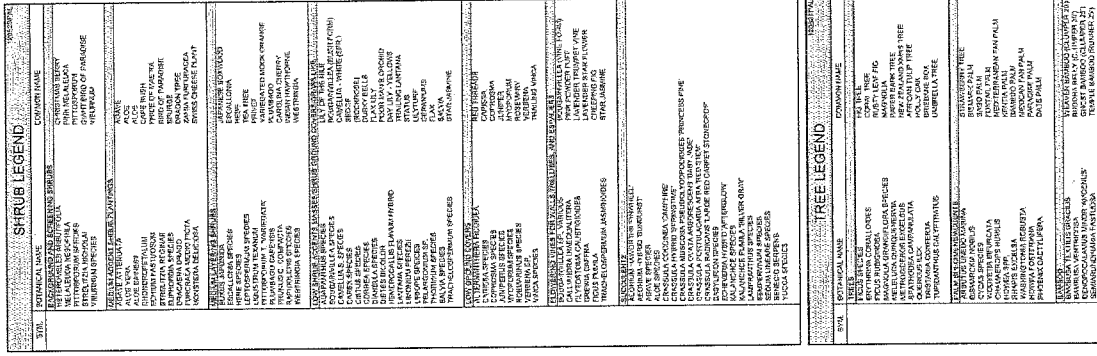
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CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS

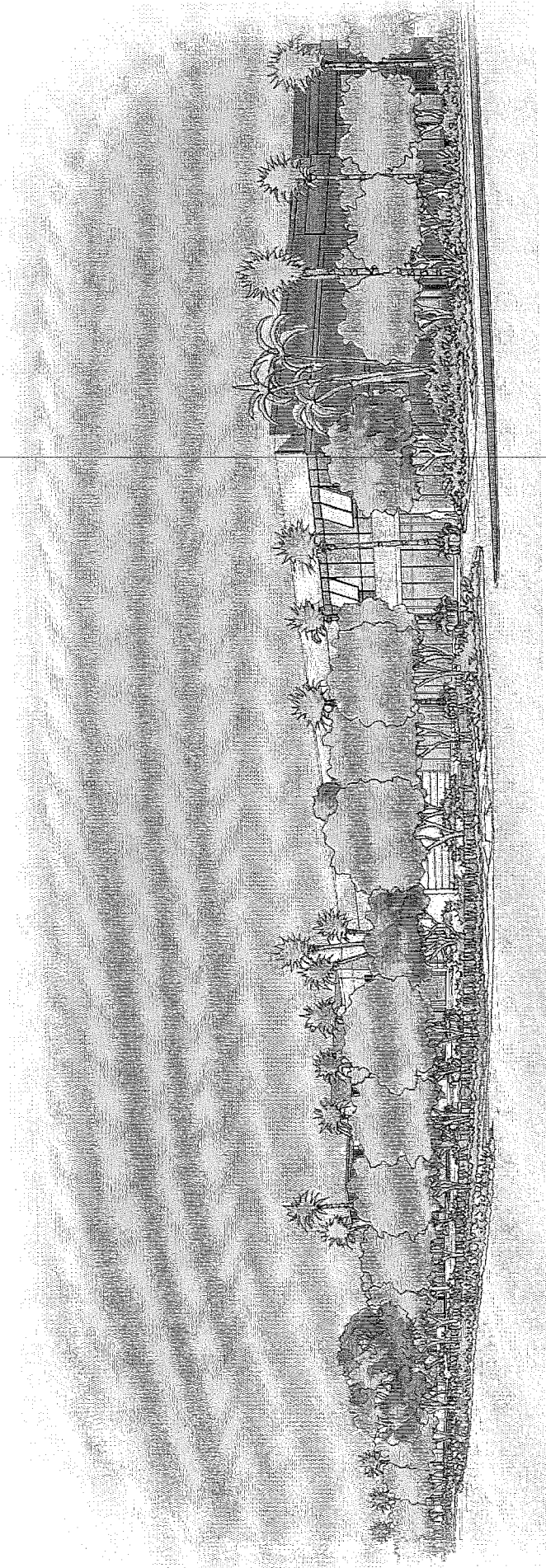
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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



ATTACHMENT NO. 2.78



LS-14
LANDSCAPE
PERSPECTIVE VIEW
JULY 17, 2013



CAPITAL PARTNERS, INC.

LIFESCAPES
International Inc.
LANDSCAPE ARCHITECTS



JMSA
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PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA



CAPITAL PARTNERS, INC.

PC Group Retail, LLC

922 Laguna Street

Santa Barbara, CA 93101

VOICE: 805-962-4300 FAX: 805-962-4343

bsullivan@djmcapital.com

PROJECT DESCRIPTION

RECEIVED

AUG 12 2013

Dept. of Planning
& Building

1. PROJECT TITLE: PACIFIC CITY RETAIL

2. PROJECT LOCATION:

The project is located at 21002 Pacific Coast Highway in the south east portion of the City of Huntington Beach in western Orange County, California. The project is located on approximately 27.8 acres (31.5 gross acres) subdivided into three parcels for purposes of developing a mixed-use project.

The project site is located in an area generally described as the City's Downtown. Surrounding land uses and zoning are as follows:

- East (across Huntington Street)—Pacific Mobile Home Park, zoned as Manufactured Home Park, and Hilton Waterfront Beach Resort, zoned as Downtown Specific Plan District No.3
- North (across Atlanta Avenue)—Residential uses, zoned as Medium High Density Residential—Small Lot Sub District
- West (across First Street)—Various uses: a restaurant, vacant lots, oil production and storage facilities, small apartment units and single-family homes, zoned as Downtown Specific Plan District No.1
- South (across PCH)—Huntington City Beach, zoned as Downtown Specific Plan District No.7

3. PREVIOUS PROJECT ENTITLEMENTS:

- Tentative Tract Map No. 16338 approved by the City Council June 7, 2004, subdividing approximately 27.8 acres (31.5 gross acres) into three parcels for purposes of developing a mixed-use project.
- Conditional Use Permit No. 02-20, Special Permit No. 02-04, and Coastal Development Permit No. 02-12 (collectively the "CUP/SP/CDP") also approved by the City Council June 7, 2004, for the development of a mixed-use project consisting of retail, office, restaurant, cultural, and entertainment uses (191,100 sq. ft.), a 400 room, eight-story hotel, spa and health club above two levels of subterranean parking with 1,542 spaces, 516 condominium units within a mix of two, three, and four-story buildings above two levels of subterranean parking with 1,291 spaces, a 2.03-acre Village Green Park easement, and associated infrastructure. A conceptual Master Plan was included providing an overall build-out plan of the commercial and residential portions.
- Environmental Impact Report No. 02-01.
- Entitlement Plan Amendment No. 06-12 approved by the City Council on October 16, 2006.
- Entitlement Plan Amendment No. 08-01 approved by the Director of Planning and Building on March 25, 2008 decreasing the hotel to 250 rooms and subterranean parking to 1,406 spaces.
- Entitlement Plan Amendment No. 12-005 and Development Agreement No. 12-001 approved by City Council August 20, 2012 and effective on October 4, 2012.
- Entitlement Plan Amendment No. 2012-007 (Amendments to the Site Plan, Floor Plans, and Elevations) approved October 23, 2012.

PROJECT DESCRIPTION:

This application is a request for relatively minor modifications to the retail component of the previous approved project. Specifically, the applicant proposes modifications to the CUP and the Pacific City Master Plan. Although construction was begun on the previously approved plan several years ago (including street improvements, off sites, foundations, columns, ramps and the P2 level slab of Plates A and B of the proposed retail and hotel 1406 stall parking structure), and the original entitlements for the retail and hotel are vested, the project stalled and the

ATTACHMENT NO. 3.1

parking structure has remained in an incomplete state for the past four years. The applicant recently purchased the retail and hotel site and proposes to upgrade the retail plan to meet current market and design standards.

The proposed modifications to the retail include redesigning the site plan, floor plan, and elevations of the 191,100 sf of retail/restaurant/entertainment. Changes to the elevations, building colors and materials consist of amending the project design from traditional Mediterranean to a modern, eclectic Mediterranean aesthetic.

The updated plan, which is more reflective of today's market conditions and compliments the changes to downtown Huntington Beach proposes the following uses of previously approved project and the updated plan:

	2004 Approved Plan	2008 Approved Plan	2013 Proposed Plan
RETAIL	112,200	103,718	113,567
RESTAURANT	48,900	59,268	49,245
OFFICE	30,000	31,425	1,095
HEALTH CLUB			28,288
TOTAL	191,100	194,411	192,159
OUTDOOR DINING	10,550		13,147

The 30,000 sq ft of office space that was originally proposed has been eliminated due to weak demand for office space in the area. In its place, we are proposing an approximately 28,288 sq ft health club that will be designed to serve the 30 plus age group, which we believe will attract the demographic we are seeking and enhance the customer base of the other businesses in the project.

The proposed project Gross Floor Area (GFA) consists of 214,868 sf., broken down as follows:

GROSS LEASABLE	192,195
ACCESSORY AREA	11,686
MARKET COMMON AREA	10,987
TOTAL	214,868

The Gross Leasable Area is equal to the size of the previously-approved project, which did not specify whether it referred to GLA or GFA. The Accessory Area includes areas for elevators, stairwells, electrical rooms, shafts, trash, etc. that are necessary for a functioning outdoor mall. The Market Common Area is walkable area between the market booths that is under the roof of the market building but is similar to the open air common areas space found all around the project. Although the total proposed GFA is somewhat higher than previously proposed, it is still less than that studied in the Environmental Impact Report (EIR) previously certified for the project, which assumed a 240,000 gross floor area.

Moreover, because the applicant has also requested a lot line adjustment to increase the size of the retail parcel (and decrease the size of the hotel parcel), the Floor Area Ratio for the applicant's proposed project is less than the previously approved project both in terms of GLA and GFA. The original plan's Floor Area Ratio (FAR) is as follows:

GLA	191,100	SITE	281,912	FAR	.678
GFA	207,853	SITE	281,912	FAR	.737

Proposed Floor Area Ratio (FAR) is as follows:

GLA	192,195	SITE	312,761	FAR	.612
GFA	214,868	SITE	312,761	FAR	.689

The site plan is substantially the same as the previously-approved plan with minor changes to address today's market conditions and the constraints created by the existing parking structure, which was not efficiently designed and did not function properly. The proposed site plan would modify the parking structure by removing walls and adding structural components. Access points to the project remain the same except one right in right out hotel entrance has been added at Pacific View Avenue. The west garage access from inside the project into the subterranean parking garage is proposed to be amended. Angled parking stalls on Pacific View Avenue are proposed to be removed and on grade parking is proposed to face inwards towards the project. Parking will be managed through a Parking Management Plan. The Shared Parking Study submitted as part of the application demonstrates that implementation of such plan will ensure adequate parking for the modified project,

The applicant is also requesting to separate the hotel and retail parking spaces within the subterranean parking garage. The updated and improved design will accommodate 903 stalls in the parking garage and 75 surface stalls for a total of 978 parking stalls. The previous developer had only 819 stalls in the parking garage within the same footprint, a net increase of 159 parking spaces.

In addition, the applicant proposes to relocate the Public Pedestrian Easement from the middle of the retail to the middle of the retail and hotel to better serve the public.

In sum, the applicant proposes a modest redesign of the previously-approved retail plan in order to make it conform to current market standards and operate more efficiently. The proposed changes is in substantial compliance with the 2004 City Council approved project and would not have any new significant environmental effects or substantially increase the severity of any previously identified significant environmental effects. Thus, no supplemental or subsequent EIR is necessary for the project, and the City is not required to adopt a new statement of overriding considerations.

The project will serve the local community on a daily basis through the health club, public market, restaurants, and retail. It will also serve the greater Orange County area and tourists by providing shopping, restaurants, and entertainment. The hours of Operation will be approximately 11am-10pm Monday Thursday, Friday and Saturday 11am – 11pm and Sunday 11am-7pm. The project will be flexible with coffee shops and breakfast serving restaurants opening at 5am or 6am, as well as restaurants or lounges closing anywhere from 12pm- 2am. The health club hours will be Monday –Thursday 5am-10:00pm, Friday 5am-9pm, and Saturday/Sunday 7am-7pm.

Justification/reasons for approval:

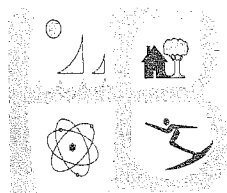
- The updated plan improves upon public access within the project and responds to the changes in the market place while complying with the Downtown Specific Plan.
- Difference between GFA & GLA is because new plan has more area to enhance the plan and make it function better.
- The updated design is consistent with the City's Design Guidelines
- The modifications to the parking structure improve traffic circulation and customer experience.
- Shared parking study shows that there is adequate parking (See attached study).
- Parking, open space, building height, landscaping meet code.

- The proposed changes are consistent with the Certified Environmental Impact Report

Concurrent Separate Entitlements (Discretionary Approvals) Required or Requested:

■ Lot Line Adjustment

- Applicant separately submitted a Lot Line Adjustment application on 3/15/13 to move the property line between the retail and hotel east. Currently the Retail parcel is 6.47 acres and the Hotel parcel is 4.12 acres. After the Lot Line Adjustment, the Retail Parcel would be approximately 7.18 acres and the Hotel parcel would be approximately 3.49 acres.



City of Huntington Beach

2000 MAIN STREET

CALIFORNIA 92648

DEPARTMENT OF PLANNING AND BUILDING

www.huntingtonbeachca.gov

Planning Division
714.536.5271

Building Division
714.536.5241

August 19, 2013

Becky Sullivan
DJM Capital Partners, Inc.
922 Laguna Street
Santa Barbara, CA 93101

**SUBJECT: ENTITLEMENT PLAN AMENDMENT NO. 13-001/ SPECIAL PERMIT NO. 13-001/
VARIANCE NO. 13-008 (PACIFIC CITY COMMERCIAL) – 21002 PACIFIC COAST
HIGHWAY
PROJECT IMPLEMENTATION CODE REQUIREMENTS**

Dear Applicant,

In order to assist you with your development proposal, staff has reviewed the project and identified applicable city policies, standard plans, and development and use requirements, excerpted from the City of Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes. This list is intended to help you through the permitting process and various stages of project implementation.

It should be noted that this requirement list is in addition to any "conditions of approval" adopted by the Planning Commission. Please note that if the design of your project or site conditions change, the list may also change.

If you would like a clarification of any of these requirements, an explanation of the Huntington Beach Zoning & Subdivision Ordinance and Municipal Codes, or believe some of the items listed do not apply to your project, and/or you would like to discuss them in further detail, please contact me at jarabe@surfcity-hb.org or 714-374-5357 and/or the respective source department (contact person below).

Sincerely,

Jill Arabe
Associate Planner

Enclosure

cc: Khoa Duong, Building Division – 714-872-6123
Joe Morelli, Fire Department – 714-536-5531
Steve Bogart, Public Works Department – 714-374-1692
Jan Thomas, Police Department – 949-290-1604
Jane James, Planning Manager
PC Group Retail, LLC, 60 S. Market Street, Suite 1120, San Jose, CA 95113
Project File

G:\Arabe\EPA\Pacific City\Commercial Retail\code requirements\Cover Letter.docx

ATTACHMENT NO. 4.1



HUNTINGTON BEACH PLANNING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: AUGUST 19, 2013
PROJECT NAME: PACIFIC CITY RETAIL
PLANNING APPLICATION NO. 2013-0041
ENTITLEMENTS: ENTITLEMENT PLAN AMENDMENT NO. 13-001/ SPECIAL PERMIT NO. 13-001/ VARIANCE NO. 13-008
DATE OF PLANS: AUGUST 1, 2013
PROJECT LOCATION: 21002 PACIFIC COAST HIGHWAY (BOUNDED BY PCH, 1ST ST., PACIFIC VIEW AVE.)
PLAN REVIEWER: JILL ARABE, ASSOCIATE PLANNER
TELEPHONE/E-MAIL: (714) 374-5357 / JARABE@SURFCITY-HB.ORG
PROJECT DESCRIPTION: To amend the site plan, floor plan, and elevations for the commercial portion of the Pacific City project approved under CUP No. 02-20, Special Permit No. 02-04, CDP No. 02-12, and TTM No. 16338 for Pacific City.

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided should final project approval be received. If you have any questions regarding these requirements, please contact the Plan Reviewer.

1. All previous code requirements identified in the Department of Planning Development and Use Requirements letter dated June 9, 2004 shall remain in effect.
2. Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008 shall become null and void unless exercised within one year of the date of final approval or such extension of time as may be granted by the Director pursuant to a written request submitted to the Planning and Building Department a minimum 30 days prior to the expiration date, or as modified by conditions of approval. **(HBZSO Section 241.16.A)**
3. Entitlement Plan Amendment No. 13-001/ Special Permit No. 13-001/ Variance No. 13-008 shall not become effective until the appeal period following the approval of the entitlement has elapsed. **(HBZSO Section 241.14)**
4. The applicant shall submit a check in the amount of \$50.00 for the posting of the Notice of Determination at the County of Orange Clerk's Office. The check shall be made out to the County of Orange and submitted to the Planning and Building Department within two (2) days of the Planning Commission's approval of entitlements. **(California Code Section 15094)**



HUNTINGTON BEACH BUILDING DIVISION

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: August 6, 2013

PROJECT NAME: PACIFIC CITY RETAIL

ENTITLEMENTS: ENTITLEMENT PLAN AMENDMENT NO. 2013-001,
DESIGN REVIEW NO. 2013-001, VARIANCE NO. 2013-008, SPECIAL
PERMIT 2013-001 (Pacific City Retail)

PROJECT LOCATION: 21002 PACIFIC COAST HIGHWAY, 92648 (NORTHEAST CORNER OF
1ST STREET AND PACIFIC COAST HIGHWAY)

PROJECT PLANNER: JILL ARABE, ASSOCIATE PLANNER

PLAN REVIEWER: KHOA DUONG, P.E

TELEPHONE/E-MAIL: (714) 872-6123 / KHOA@CSGENGR.COM

PROJECT DESCRIPTION: To amend the retail commercial site of Pacific City by redesigning the plans which includes: changing the mix (sq. ft.) of proposed land uses, separating the subterranean parking garage from the hotel, relocating the public pedestrian easement and adding an easterly driveway off Pacific View Ave., removing angled street parking and providing surface lot parking with new access from 1st Street, changing exterior building elevations, and modifying the size of the parcel. Variance for reduced drive aisle widths within the second level subterranean garage. Special permits for reduced landscape width of 5 ft. in lieu of 10 ft. and utilities within street side yard setbacks.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated August 9, 2013. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

I. SPECIAL CONDITIONS:
None

II. CODE ISSUES BASED ON PLANS & DRAWINGS SUBMITTED:

1. Project shall comply with the current state building codes adopted by the city at the time of permit application submittal. Currently they are 2010 California Building Code (CBC), 2010 California Mechanical Code, 2010 California Plumbing Code, 2010 California Electrical Code, 2010 California Energy Code, 2010 California Green Building Standards Code, and the Huntington Beach Municipal Code (HBMC). Compliance to all applicable state and local codes is required prior to issuance of building permit.

2. Provide building code analysis including type of construction, allowable area and height, occupancy group requirements, exterior wall ratings (per chapter 5 and 7) of 2010 CBC.
3. Provide egress plans –
 - a. Show the occupant load in each room/area along with occupant load factors.
 - b. Egress paths of travel along with distances of travel.
 - c. The required width to comply with Section 1005 of 2010 CBC.
4. Provide compliance to disabled accessibility requirements of Chapter 11B of the 2010 CBC.
 - Provide an accessible path of travel at the central stairway on Pacific Coast Highway.
 - The number of accessible parking stalls must comply with Table 11B-6 of 2010 CBC.
 - Please clarify the vertical clearances shown on sheet A-003. The vertical clearance must comply with Sections 406.2.2 and 1129B.3 Item #5 of 2010 CBC.
5. Review and provide compliance with Title 17, Building and Construction in the City of Huntington Beach Municipal Code. This document can be found online on the city's website.
6. In addition to all of the code requirements of the 2010 California Green Building Standards Code, specifically provide a Construction Waste Management Plan per Sections 5.408, and Building Maintenance and Operation, Section 5.410. Prior to the issuance of a building permit, a construction waste management plan will be required.
7. Provide an accessible path of travel at the central stairway on Pacific Coast Highway.
8. Provide a code compliant separation between construction types at the escalators (2). The separation shall comply with Section 509.2, item #4 of 2010 CBC.

III. COMMENTS:

1. Provide the plans to accurately depict the intake and exhaust for the closed parking structure and the grease interceptors.
2. For projects that will include multiple licensed professions in multiple disciplines, i.e. Architect and professional engineers for specific disciplines, a Design Professional in Responsible Charge will be requested per the 2010 CBC, Section 107.3.4.
3. Separate Building, Mechanical, Electrical and Plumbing Permits will be required for all exterior accessory elements of the project, including but not limited to: fireplaces, fountains, sculptures, light poles, walls and fences over 42" high, retaining walls over 2' high, detached trellises/patio covers, gas piping, water service, backflow anti-siphon, electrical, meter pedestals/electrical panels, swimming pools, storage racks for industrial/commercial projects.



CITY OF HUNTINGTON BEACH FIRE DEPARTMENT

PROJECT IMPLEMENTATION CODE REQUIREMENTS

DATE: AUGUST 8, 2013

PROJECT NAME: PACIFIC CITY RETAIL

ENTITLEMENTS: ENTITLEMENT PLAN AMENDMENT NO. 13-001
DESIGN REVIEW NO. 13-001 (P.A. NU 2013-0041)

PROJECT LOCATION: 21002 PACIFIC COAST HIGHWAY, 92648 (NORTHEAST CORNER OF 1ST STREET AND PACIFIC COAST HIGHWAY)

PROJECT PLANNER: JILL ARABE, ASSOCIATE PLANNER

PLAN REVIEWER: JOE MORELLI, FIRE PROTECTION ANALYST

TELEPHONE/E-MAIL: 714-536-5531 / Joe.Morelli@surfcity-hb.org

PROJECT DESCRIPTION: To amend the retail commercial site of Pacific City by redesigning the plans which includes: changing the mix (sq. ft.) of proposed land uses, separating the subterranean parking garage from the hotel, relocating the public pedestrian easement and the easterly driveway off Pacific View Ave., removing angled street parking and providing surface lot parking with new access from 1st Street, changing exterior building elevations, and modifying the size of the parcel. Variance for reduced drive aisle widths within the second level subterranean garage. Special permits for reduced landscape width of 5 ft. in lieu of 10 ft. and utilities within street side yard setbacks.

The following is a list of code requirements deemed applicable to the proposed project based on plans received and dated August 1, 2013. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

General

1. Compliance with the 2011 Huntington Beach Fire Code, City Specifications, 2011 CBC and CFC (and referenced standards) is required. Future plans shall include the proposed occupancy classification, and plans shall show compliance to the above code requirements based on the occupancy classification.
2. **Fire Department Access** – An approved Fire Access Road complying with City Specification 401 and the 2011 Huntington Beach Fire Code, Section 503.1.1 (HBMC Section 17.56.130) is required. Firefighters must be capable of extending hose lines to within 150' of the exterior of all portions of the structure as measured by an approved route (see item #4 under the "Fire Master Plan" section below. Approved access paths

from the proposed Fire Access Road shall be provided so that the Fire Department can access all portions of the exterior of the structure with a 150' hose line connected to a Fire Engine.

The currently proposed access, shown in the Entitlement Plan Amendment Package dated 8/1/13, around the Retail / Commercial structure does not meet the requirements of the Huntington Beach Municipal Code Section 17.56.130 or City Specification 401.

Fire Department Access

1. **Fire Access Roads** shall be provided and maintained in compliance with City Specification # 401, *Minimum Standards for Fire Apparatus Access*. The driving area shall be capable of supporting a fire apparatus (75,000 lbs and 12,000 lb point load). Fire access roads fronting commercial buildings shall be a minimum width of twenty-six feet (26') wide, with thirteen feet six inches (13' 6") vertical clearance. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans.
2. **Fire Lanes**, as determined by the Fire Department, shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties*. The site plan shall clearly identify all red fire lane curbs, both in location and length of run. The location of fire lane signs shall be depicted. No parking shall be allowed in the designated 24 foot wide fire apparatus access road or supplemental fire access per City Specification # 415. For Fire Department approval, reference and demonstrate compliance with City Specification # 401 *Minimum Standards for Fire Apparatus Access* on the plans.
3. **Main Secured Building Entries** shall utilize a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, *Fire Access for Pedestrian or Vehicular Security Gates & Buildings*. Reference compliance with City Specification #403 - KNOX® Fire Department Access in the building plan notes.
4. **Fire Sprinkler System Controls** access shall be provided, utilizing a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification #403, *Fire Access for Pedestrian or Vehicular Security Gates & Buildings*. The approximate location of the system controls shall be noted on the plans. Reference compliance in the plan notes.
5. **Elevators** shall be sized to accommodate an ambulance gurney and shall meet the requirements of CFC Chapter 6, and CBC Chapter 30.
6. **Emergency Responder Radio Coverage** complying with CFC Section 510 is required. All buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.

7. Addressing and Street Names

Structure or Building Address Assignments: The Planning Department shall review and make address assignments. The individual dwelling units shall be identified with numbers per City Specification # 409 Street Naming and Address Assignment Process. For Fire Department approval, reference compliance with City Specification #409 Street Naming and Address Assignment Process in the plan notes.

8. GIS Mapping Information

- a. **GIS Mapping Information** shall be provided to the Fire Department in compliance with GIS Department CAD Submittal Guideline requirements. Minimum submittals shall include the following:

- Site plot plan showing the building footprint.
- Specify the type of use for the building
- Location of electrical, gas, water, sprinkler system shut-offs.
- Fire Sprinkler Connections (FDC) if any.
- Knox Access locations for doors, gates, and vehicle access.
- Street name and address.

Final site plot plan shall be submitted in the following digital format and shall include the following:

- Submittal media shall be via CD rom to the Fire Department.
- Shall be in accordance with County of Orange Ordinance 3809.
- File format shall be in .shp, AutoCAD, AUTOCAD MAP (latest possible release) drawing file - .DWG (preferred) or Drawing Interchange File - .DXF.
- Data should be in NAD83 State Plane, Zone 6, Feet Lambert Conformal Conic Projection.
- Separate drawing file for each individual sheet.
In compliance with Huntington Beach Standard Sheets, drawing names, pen colors, and layering convention. and conform to *City of Huntington Beach Specification # 409 – Street Naming and Addressing*.

For specific GIS technical requirements, contact the Huntington Beach GIS Department at (714) 536-5574.

For Fire Department approval, reference compliance with *GIS Mapping Information* in the building plan notes.

Fire and Life Safety Systems

1. **Fire Hydrants** are required. Hydrants must be portrayed on the site plan. Hydrants shall be installed and in service **before** combustible construction begins. The location and installation of hydrants shall meet the requirements of the 2011 Huntington Beach Fire Code Section 507.5, Appendix B and C, City Specification # 407 Fire Hydrant Installation, and

Public Works Standard requirements. In addition to meeting the spacing requirements of City Specification #407, at least one accessible standard 2 ½" x 4" fire hydrant is required to be located within 150 feet hose lay distance of an automatic sprinkler system Fire Department connection(s). Hydrants shall be placed in locations acceptable to the Huntington Beach Fire and Public Works Departments. Any private fire service mains or hydrants shall be installed under a permit obtained from the Fire Department. The currently proposed hydrant locations do not meet above spacing requirements. Prior to Building Plan approval, hydrants meeting the spacing requirements of City Specification #407 must be shown on the Fire Master Plan.

2. **Fire Alarm System:** A Fire Alarm System complying with the 2011 Huntington Beach Fire Code, California Fire Code, and NFPA 72 (2010 edition) is required. For Fire Department approval, shop drawings shall be submitted to the Fire Department as separate plans for permits and approval. A C-10 electrical contractor, certified in fire alarm systems, must certify the system is operational annually.
3. **Automatic Fire Sprinklers** are required and shall comply with the 2011 HBFD Fire Code, City Specification 420, and NFPA 13 (2010 edition). Separate plans (two sets) shall be submitted to the Fire Department for permits and approval. For Fire Department approval, reference that a fire sprinkler system will be installed in compliance with the Huntington Beach Fire Code, NFPA 13, and City Specification # 420 - *Automatic Fire Sprinkler Systems* in the plan notes.

NOTE: When buildings under construction are more than one (1) story in height and required to have automatic fire sprinklers, the fire sprinkler system shall be installed and operational to protect all floors lower than the floor currently under construction. Fire sprinkler systems for the current floor under construction shall be installed, in-service, inspected and approved prior to beginning construction on the next floor above.

4. **Fire Extinguishers** shall be installed and located in all areas to comply with Huntington Beach Fire Code standards found in *City Specification #424*. The minimum required dry chemical fire extinguisher size is 2A 10BC and shall be installed within 75 feet travel distance to all portions of the building. Fire extinguishers and associated equipment shall be mounted no higher than 48" above the finished floor. Extinguishers are required to be serviced or replaced annually.
5. **Commercial Food Preparation Fire Protection System(s)** are required for commercial cooking. Plans (three sets) shall be submitted to the Fire Department as separate plans for permits and approval. Reference compliance with *City Specification # 412 Protection Of Commercial Cooking Operations* in the plan notes.
6. **Exits, Exit Signs, Emergency Lighting, and Emergency Power** shall be provided in accordance with Chapter 10 of the California Fire and Building Codes.

Fire Master Plan

Prior to Building Plan approval, a Fire Master Plan (FMP) incorporating the components below (and showing compliance to the requirements in this document) is required:

1. 2 Sets of full size Fire Master Plan sheets drawn to scale, with the scale called out.
2. Include the following on the overall site Fire Master Plan page(s):
 - a. Buildings, occupancy classifications, and overall design analysis
 - b. Building construction types, number of stories, and height (above the lowest level of Fire Department Access) called out on the plan.
 - c. Fire Apparatus Access Roads complying with City Specification #401 and #415.
 - d. Proposed Fire Control Room location
 - e. Proposed location of the Fire Pump (if any, as required by code or proposed) and Fire Pump Room (see CFC Section 913.2.1) and Secondary Water Supply (per CFC 903.3.5.2, as amended by the H.B.F.D. in Section 17.56.380 of the H.B.M.C.)
 - f. Hydrant spacing per City Specification #407 (public and private) and Appendix B and C (as amended by the H.B.F.D.)
 - g. Fire Department Connections complying with City Specification #420
 - h. Fire Department Access paths (for hose pulls and access in and around building per CFC Section 503 (as amended by the H.B.F.D.)
 - i. Pedestrian Access Ways from all sides of the structure
 - j. Items 4 to 8 below
3. FMP floor plan pages
 - a. Standpipe Hose Connections (with dimensions shown) complying with CFC Section 905
 - b. Stair locations, and floors served called out
 - c. Gate locations
 - d. DCDA's and Sprinkler Riser Locations
 - e. All Fire Protection Systems (reflect what areas each serves)
 - f. Knox box and key switches
 - g. Electrical Rooms and Elevator Machine Rooms
 - h. Gurney Accessible Elevators
 - i. Any hazardous materials
 - j. Items 4 to 7 below
4. **Fire Apparatus Access Roads** – The fire apparatus access road shall extend to within **150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building** as measured by an approved route around the exterior of the building or facility. Show compliance with this requirement (Huntington Beach Municipal Code Section 17.56.130, Amendment to CFC 503.1.1) on the **Fire Master Plan**. Show the proposed route around the exterior of the building that can be used by firefighters and show proposed landscaping (i.e. trees, raised planter boxes) or other potential

obstructions (fences, equipment, etc.) to firefighter access around the structure. Also, include the proposed route surface (i.e. concrete), width, and travel distances (as a person would travel from the curb of the Fire Apparatus Access Roads) or include a note indicating the an approved surface will be provided.

5. **Standpipe Connections.** Show the Standpipe Connections (each floor) on the Fire Master Plan and call out dimensions. See CFC Section 905.
 - a. **CFC Section 905.1 (except last sentence) and 905.2** Add the language from these sections as a note on the Fire Master Plan.
 - b. **905.3.1 Indicate the Standpipe System type (Class I automatic) on the plan.**
 - c. **905.4 Location of Hose Connections** – Provide hose connections in the locations required in items 1-6 of this section. Regarding item #6, hose connections are required within 150' of any portion of every floor. This is to allow a Firefighter to reach any area with a 150' hose connected to a standpipe hose connections.
6. **Fire Flow Analysis:** Provide a fire flow analysis (on the Site Plan and Fire Master Plan) per CFC 507.3, Appendix B and Appendix C for all buildings on site.
7. **Show the locations of the fire sprinkler system risers.** Section 8.2.1 of NFPA 13 indicates that for a Light Hazard or Ordinary Hazard Group design, the maximum floor area on any one floor to be protected by sprinklers supplied by any one sprinkler system riser or combined system riser is 52,000 square feet (maximum). **The Huntington Beach Fire Department recommends consulting with a C-16 licensed Fire Protection Contractor for a determination of the number of Fire Sprinkler risers required (based upon square footage and design) and their locations.**
8. **Notes:** Add the following requirements as notes on the Fire Master Plan:
 - a. **Fire Sprinklers** - A separate submittal for fire sprinklers and any associated equipment is required. As per City Specification #420, a fire sprinkler plan will need to be submitted to the HBFD for review and approval, a permit issued and final inspection conducted. The system shall be designed as per 2010 CFC, NFPA 13 & HBMC requirements.
 - b. **Fire Alarm** - A separate submittal for the fire alarm system is required. A fire alarm plan will need to be submitted to the HBFD for review and approval, a permit issued and final inspection conducted. A complete building fire alarm system must be designed as per 2010 CFC, CEC, NFPA 72 & HBMC.
 - c. **Private Fire Service Mains and Hydrants** - A separate submittal to the Huntington Beach Fire Department for any private fire service mains and hydrants is required. The system must be designed to meet the requirements of 2010 CFC, NFPA 13, NFPA 24, NFPA 14 & HBMC. The maintenance of private fire hydrants is the responsibility of the owner or facility association. Shop drawings shall be submitted to and approved by the Fire Department.

- d. **Fire Access Roads** shall be provided per City Specification #401. Fire Lanes shall be posted, marked, and maintained per City Specification #415, *Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties*. Show compliance with City Specification #401 and #415.
- e. **Enhanced Communication System** - Prior to H.B.F.D. approval for occupancy, a complete testing is required within the structure once built to verify that the emergency responder radio coverage (per CFC Section 510) meets the requirements of 2010 CFC Section 510.
- f. **Gurney Accessible Elevators** shall be provided per CBC Chapter 30 and CFC Chapter 6, Section 607.
- g. **Emergency Power** is required per CFC Section 604.2.15.2.1 (as amended in HBMC Section 17.56.260).
- h. **Standby Power** is required per CFC Section 604.2.15.1.1 (as amended in HBMC Section 17.56.250)
- i. **G.I.S. data:** Prior to HBFD approval for occupancy, all GIS data concerning the site is required to be submitted to Leslie Edwards in the Information Services Department. Please contact her with questions at 714-536-5697.
- j. Fire extinguishers to be located and sized as per City Specification #424 and fire inspectors' direction.
- k. Maintain jobsite safety during construction as per Chapter 14 of the 2010 California Fire Code.
- l. Adhere to the following during construction:
 - i. A water supply for fire protection, either temporary or permanent, and as approved by both the Fire and Public Works Departments, shall be made available as soon as combustible material arrives at the site (HBMC 17.56.480).
 - ii. At least one standpipe shall be provided for use during construction. Such standpipes shall be provided with Fire Department Connections at accessible locations adjacent to usable stairs. Such standpipes shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring. (HBMC 17.56.90)
 - iii. During construction, an approved automatic sprinkler system shall be installed and shall be fully functional up to one floor below the highest point of construction having secured decking or flooring. (HBMC 17.56.500)

- m. A separate submittal is required for the Fire Master Plan. A master plan will need to be submitted to the HBFD for review and approval. No approvals will be granted for building permits, site grading or utilities until it has been approved. It will need to be a component of the submittal for the building plan review as well as all fire department plans.
- n. All apparatus access fire lanes must be constructed and marked/signed as per City Specifications #401 and #415.
- o. Address numbers must be placed over the exterior of the main entrance as per City Specification #428. Minimum size of numbers is 10", and they must contrast with background.
- p. Doors leading to the Fire Alarm Control Panel and Fire Riser must have labels on them indicating such.
- q. Knox box fire fighter access is required at or near all HBFD required access doors into the building and gates as per City Specification #403. They must be as close as possible to the entrances and readily visible to responding fire fighters. Opticom sensors are required on all fire apparatus access gates (if any).
- r. Elevators must be sized to accommodate an ambulance gurney, and meet all minimum CBC Chapter 30 and CFC requirements.
- s. The methane control system shall meet the requirements of City Specification #429 and submitted to HBFD for review and approval prior to issuance of a Building Permit.

Environmental

The Huntington Beach Fire Department (HBFD) and Geosyntec Consultants, Inc. reviewed the "Pacific City Closure Binder" hereinafter "Binder" provided by PC Group Retail, LLC dated March 15, 2013. The Binder contains key environmental reports, information, and correspondence concerning the Pacific City project primarily covering the period 2005 to present, and including by reference reports dating back to the 1990s. The request by PC Group Retail, LLC for closure of the Retail and Hotel portion of the Pacific City project (defined as the area between Pacific View, Pacific Coast Highway, Huntington St., and 1st St.) is hereby conditionally **approved** under the following circumstances:

CONDITIONS OF APPROVAL:

1. There are areas of petroleum hydrocarbon and/or lead-impacted material that are documented in several environmental reports which remain in place along, or immediately outside of, the southern edge of the project adjacent to Pacific Coast Highway and appurtenant features (e.g., sidewalks). Since it is possible that future off-site work (e.g., street or utility trenching) may result in exposure to these impacted soils, all future site

drawings or work plans involving intrusive work activities near these areas must acknowledge and clearly demarcate known impacted areas. These project proponent submittals must also provide documentation of appropriate mitigation measures which, at a minimum, should include: a Soil Mitigation Plan pursuant to South Coast Air Quality Management District (SCAQMD) Rule 1166, implementation of an on-site full-time environmental auditing program, and provision of appropriate personal protective and monitoring equipment for construction personnel. It is the responsibility of the project proponent to brief all persons performing intrusive work activities at the site on the locations and potential safety hazards associated with these impacted areas. If future impacted materials are encountered from these off-site locations (or in areas not previously evaluated or investigated), the HBFD will be immediately notified and appropriate investigation, management and documentation will be required to confirm the remaining soil in such areas meets *City Specification 431-92, Soil Clean-Up Standards*.

2. While impacts related to soils not meeting *City Specification 431-92, Soil Clean-Up Standards*, have been addressed by the project proponent, operation of future systems integrated within the development will require continued environmental management (e.g., sump and drain water discharge, if present, related to subterranean parking area and elevator shafts, if any). Such systems shall also be addressed in building plans and other plans submitted to the city for review and approval. Project representatives will be responsible for the management and financial cost of future monitoring programs. In accordance with current and future City ordinance(s) and/or requirement(s), appropriate City of Huntington Beach departments shall be notified of these operations, and any associated conditions shall be met. This does not relieve the responsibility of PC Group Retail, LLC to ensure that these operations are in full compliance with all appropriate rules and regulations promulgated by other concerned agencies (e.g., California Regional Water Quality Control Board, Santa Ana Region, and County of Orange Health Care Agency).
3. Any soil imported to the site must be documented to comply with *City Specification 431-92, Soil Clean-Up Standards*. Soil may be imported to the site only if the HBFD has been provided with advanced notice of the import operation and has reviewed and approved the proponents' written documentation of compliance.
4. A methane barrier and methane mitigation system complying with City Specification 429 Methane District Building Permit Requirements is required to be maintained/extended under the existing structure and provided under new structures. A permit is required for this work and a plan showing compliance with City Specification 429 shall be submitted to the HBFD for review and approval.
5. The existing onsite oil well, "Atlanta Ave. Community #13 (API #059-00123)", must be vented to the sky through an approved horizontal and vertical vent piping system complying with City Specification 429. Currently, there is a permit for the installation of a vent cone and "temporary" vent riser which extends to 10' above the existing grade. A permit is required for the installation of additional horizontal and vertical vent piping, which is needed to provide permanent venting of the well.

PLEASE NOTE:

- Conformance to *City Specifications* **DOES NOT** relieve the responsibility of PC Group Retail, LLC regarding other concerned agency notification and/or approval (e.g., California Regional Water Quality Control Board, South Coast Air Quality Management District, Department of Toxic Substance Control, County of Orange Health Care Agency, etc.)

Discovery of additional soil contamination or underground pipelines, etc., must be reported to the Fire Department immediately and the approved work plan modified accordingly in compliance with City Specification #431-92 Soil Clean-Up Standards.

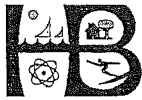
Other:

- a. Adherence to all of the previous code requirements and conditions of approval for the Pacific City Project are still in effect.
- b. Additional Permits Required: A hazardous materials operational permit shall be obtained from the Fire Department prior to occupancy. This is for any hazardous materials associated with the vehicle lift equipment.
- c. Fire/Emergency Access And Site Safety shall be maintained during project construction phases in compliance with City Specification #426, Fire Safety Requirements for Construction Sites.
- d. Outside City Consultants. The Fire Department review of this project and subsequent plans may require the use of City consultants. The Huntington Beach City Council approved fee schedule allows the Fire Department to recover consultant fees from the applicant, developer or other responsible party.

Fire Department City Specifications may be obtained at:
Huntington Beach Fire Department Administrative Office
City Hall 2000 Main Street, 5th floor
Huntington Beach, CA 92648

or through the City's website at www.surfcity-hb.org

If you have any questions, please contact the Fire Prevention Division at (714) 536-5411.



CITY OF HUNTINGTON BEACH

DEPARTMENT OF PUBLIC WORKS

DATE: AUGUST 8, 2013
PROJECT NAME: PACIFIC CITY RETAIL
ENTITLEMENTS: EPA 13-01, DR 13-01
PLNG APPLICATION NO: 2013-0041
DATE OF PLANS: AUGUST 1, 2013
PROJECT LOCATION: 21002 PACIFIC COAST HIGHWAY
PROJECT PLANNER: JILL ARABE, ASSOCIATE PLANNER
TELEPHONE/E-MAIL: 714-374-5357 / JARABE@SURFCITY-HB.ORG
PLAN REVIEWER: STEVE BOGART, SENIOR CIVIL ENGINEER *SB*
TELEPHONE/E-MAIL: 714-374-1692 / SBOGART@SURFCITY-HB.ORG
PROJECT DESCRIPTION: TO AMEND THE RETAIL COMMERCIAL SITE OF PACIFIC CITY BY REDESIGNING THE PLANS WHICH INCLUDES: CHANGING THE MIX (SQ. FT.) OF PROPOSED LAND USES, SEPARATING THE SUBTERRANEAN PARKING GARAGE FROM THE HOTEL, RELOCATING THE PUBLIC PEDESTRIAN EASEMENT AND THE EASTERLY DRIVEWAY OFF PACIFIC VIEW AVE., REMOVING ANGLED STREET PARKING AND PROVIDING SURFACE LOT PARKING WITH NEW ACCESS FROM 1ST STREET, CHANGING EXTERIOR BUILDING ELEVATIONS, AND MODIFYING THE SIZE OF THE PARCEL.

THE FOLLOWING CONDITIONS OF APPROVAL SHALL APPLY TO THE SUBJECT PROJECT:

1. All project and entitlement related mitigation measures, code requirements, and conditions of approval of the original Pacific City project shall remain in effect (including but not limited to: street and frontage improvements, sewer, water and storm drain infrastructure improvements, traffic mitigation fair share contributions, traffic signals, signing and striping, completion of Pacific View Avenue, medians, traffic impact fees, decorative paving, street lighting, street dedications, pedestrian easements, et al.).
2. All existing Agreements between the City of Huntington Beach and the original Pacific City property owner shall be replaced with comparable agreement(s) to be approved by and executed with the City and the new property owner(s).

ATTACHMENT NO. 4.15

**THE FOLLOWING CONDITIONS OF APPROVAL SHALL BE COMPLETED PRIOR TO
ISSUANCE OF A BUILDING PERMIT (FOR ANY NEW BUILDING STRUCTURE ON THE
SUBJECT SITE):**

3. Relocation of the Public Pedestrian Easement (from that shown on recorded Tract Map No. 16338) requires submittal of the following:
 - a. A Legal Description and Plat of the proposed new Public Pedestrian Easement dedication to the City shall be prepared by a licensed surveyor or registered Civil Engineer authorized to practice land surveying and submitted to Public Works for review and approval. This easement dedication shall be recorded prior to occupancy.
 - b. A Legal Description and Plat of the existing Public Pedestrian Easement areas (from recorded Tract Map No. 16338) to be vacated shall be submitted to Public Works for further processing of this easement vacation.
 - c. The aforementioned easement vacation process requires submittal by the Applicant to:
 - i. The Planning Division for a General Plan Conformance (GPC). This GPC shall be approved prior to occupancy.
 - ii. The Department of Public Works for a Public Street Vacation (PSV). This PSV shall be approved prior to occupancy.
4. The southerly 9 feet of the existing Pacific View Avenue right-of-way (from recorded Tract Map No. 16338) shall be vacated. A Legal Description and Plat of this vacation area shall be submitted to Public Works for further processing.
 - a. The aforementioned vacation process requires submittal by the Applicant to:
 - i. The Planning Division for a General Plan Conformance (GPC). This GPC shall be approved prior to occupancy.
 - ii. The Department of Public Works for a Public Street Vacation (PSV). This PSV shall be approved prior to occupancy.

**THE FOLLOWING CONDITIONS OF APPROVAL SHALL BE COMPLETED PRIOR TO
OCCUPANCY:**

5. A Lot Line Adjustment application (to move the existing lot line between Parcels 2 and 3, the "retail" and "hotel" parcels respectively, of Tract Map No. 16338) shall be approved and recorded.
6. Any portion of the proposed public sidewalk along the project's First Street frontage which is shown on private property shall require a Public Pedestrian Easement dedication to the City. Said dedication shall be approved and recorded prior to final inspection or occupancy.
7. The project's existing License and Maintenance Agreement shall be amended (including both agreement verbiage and associated exhibits) to address the revised Public Pedestrian Easements.

ATTACHMENT NO. 4.16

Crime Prevention Through Environmental Design



CITY OF HUNTINGTON BEACH POLICE DEPARTMENT

CPTED DEVELOPMENT REVIEW

DATE: August 10, 2013

PROJECT NAME: Pacific City Retail Revised Plan

ASSIGNED PLANNER: Jill Arabe

REQUEST: To amend the retail commercial site of Pacific City by redesigning the plans which includes: changing the mix (sq. ft.) of proposed land uses, separating the subterranean parking garage from the hotel, relocating the public pedestrian easement and adding an easterly driveway off Pacific View Ave., removing angled street parking and providing surface lot parking with new access from 1st street, changing exterior building elevations, and modifying the size of the parcel. Variance for reduced drive aisle widths within the second level subterranean garage. Special permits for reduced landscape width of 5 feet in lieu of 10 feet and utilities within street side yard setbacks.

LOCATION: 21002 Pacific Coast Highway

ZONE: SP5-CZ (Downtown Specific Plan – Coastal Zone)

GENERAL PLAN: CV-F7-sp (Commercial Visitor – 3.0 FAR – specific plan overlay)

PLAN REVIEWER: Jan Thomas

TELEPHONE/E-MAIL: (949) 290-1604 / jckthomas@cox.net

EXISTING USE: Vacant

The following is a list of code requirements deemed applicable to the proposed project based on plans stated above. The list is intended to assist the applicant by identifying requirements which must be satisfied during the various stages of project permitting and implementation. A list of conditions of approval adopted by the Planning Commission in conjunction with the requested entitlement(s), if any, will also be provided upon final project approval. If you have any questions regarding these requirements, please contact the Plan Reviewer.

Police Substation:

Location of Police Substation is not indicated on the map. Specify the proposed location of the substation and the two corresponding police vehicle parking spaces.

Restroom and Elevator Alcoves:

The recessed areas leading to the elevators and the restroom entrances are still shown. Police requested these be designed out of the project to allow police, security, and patrons to see all the way down the hallway before entering that area. Designing the doors flush with the hallway walls also prevents someone from standing in that recessed area, unnoticed.

Police requested a meeting with the architect regarding this issue.

Skateboarding:

See "Massing View A-209 from PCH". The seating/leaning area shown here presents a welcome for skateboarders. This area actually has similar characteristics of a skateboard park. To maintain the beauty of the project, deterrents to skateboarders should be built into the project before its completion. For example, consider a planter at the top of the sitting/leaning wall, so skateboarders cannot gain speed at the top and ride down the hardscape.

Escalator near PCH toward 1st Street:

The escalator near PCH toward 1st Street is designed with a space between the elevator and the wall. As discussed with George Irvine at the "site" meeting, design that area to prevent access, either by installing a gate, or use landscape similar to Bougainvillea (thorny) to discourage people entering that area.

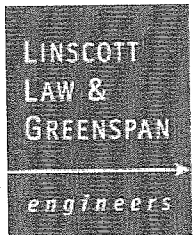
North elevation (A-204.1) – (Walkway behind the loading area, between the building and parking lot):

This area was discussed at the site meeting with George Irvine. Police requested further clarification and/or discussion with the architect in regard to this area.

RECEIVED

AUG 08 2013

Dept. of Planning
& Building



Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law &
Greenspan, Engineers

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Pasadena
Irvine
San Diego
Woodland Hills

August 8, 2013

Ms. Becky Sullivan
PC Group Retail, LLC
922 Laguna Street
Santa Barbara, CA 93101

LLG Reference No. 2.13.3315.1

**Subject: Parking Demand Analysis for the Proposed
Pacific City Visitor-Serving Commercial Project
Huntington Beach, California**

Dear Ms. Sullivan:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis Summary for the currently proposed Pacific City Visitor-Serving Commercial project. This analysis is consistent with the approved parking demand analysis prepared for the proposed Pacific City Visitor-Serving Commercial development.

The current development program for the proposed Pacific City Visitor-Serving Commercial project has been redesigned, but continues to include 191,100 square feet (SF) of gross leasable area (GLA).

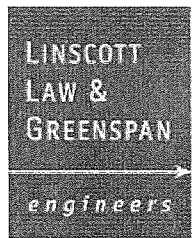
This parking demand analysis evaluates the Pacific City Visitor-Serving Commercial project parking requirements based on the City of Huntington Beach Zoning Code and the methodology outlined in Urban Land Institute's (ULI) *Shared Parking 2nd Edition*. Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

Project Location and Description

The Pacific City Visitor-Serving Commercial program is a proposed commercial village development located on the northeast quadrant of Pacific Coast Highway and 1st Street in the City of Huntington Beach. *Figure 1* presents a Vicinity Map, which illustrates the general location of the project and depicts the surrounding street system

Table 1, located at the rear of this letter report following the figures, presents a summary of the currently proposed Pacific City Visitor-Serving Commercial project uses. As shown, the proposed project includes 113,567 SF of retail uses, which may also include quick-serve food uses with less than 12 seats, 49,245 SF of restaurant uses (greater than 12 seats), a 28,288 SF health club and 13,147 SF of outdoor dining

Philip M. Linscott, PE (1924-2030)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boorman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keith D. Maberry, PE



area directly associated with the restaurants. The proposed parking supply will consist of 978 parking spaces, located within a combination of surface parking lots (75 spaces) and a subterranean parking garage (903 spaces), and will also include a valet parking program. **Figures 2A** and **2B** present Level 1 and Level 2 the proposed site plan, respectively, for the Pacific City Visitor-Serving Commercial project.

Parking Supply-Demand Analysis

This parking analysis for the Pacific City Visitor-Serving Commercial project involves determining the expected parking needs, based on the size and type of proposed development components, versus the parking supply. In general, there are two methods that can be used to estimate the proposed development's peak parking demands. These methods include:

- Application of City code requirements (which typically treat each use in the retail center as a "stand alone" use at maximum demand); and
- Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each land use component varies by time of day, day of week, and/or month of year).

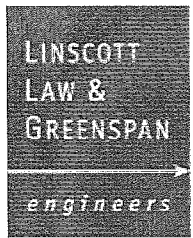
The shared parking methodology is certainly applicable to a development such as Pacific City, as the individual land uses (i.e., retail, restaurant/food, and health club) experience peak demands at different times of the day.

City of Huntington Beach Parking Code Requirements

The City of Huntington Beach parking requirements for the Pacific City Visitor-Serving Commercial project are based on the City's requirements as outlined in *Chapter 231.04, Off-street Parking & Loading Spaces Required* of the City of Huntington Beach Municipal Code. The City's Municipal Code specifies the following parking requirements for restaurant uses, health club uses, and retail uses:

- Health Club: 1 space per 200 SF-GFA for health club area and 1 space per 100 SF-GFA for group instruction area.
- Retail: 1 space per 200 SF-GFA.
- Eating & Drinking Establishments, with more than 12 seats: 1 space per 100 square-feet of gross floor area (SF-GFA) when on a site with 3 or more uses.
- Eating & Drinking Establishments (Quick-Serve Food), with less than 12 seats: 1 space per 200 square-feet of gross floor

Table 2 summarizes the parking requirements for the proposed mix of tenants at the Pacific City Visitor-Serving Commercial project using the above-referenced City code parking ratios. As shown, direct application of City code parking ratios to the project



results in a total parking requirement of 1,356 parking spaces. With a proposed on-site parking supply of 978 spaces, a theoretical parking deficiency of 378 spaces is forecast.

However, as previously mentioned, there is an opportunity to share parking spaces based on the utilization profile of each land use component. Consistent with Chapter 231.06 of the Municipal Code, the following section calculates the parking requirements for the proposed project based on the shared parking methodology approach.

Shared Parking Analysis

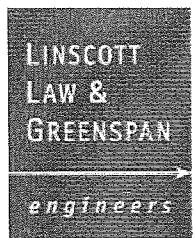
Based on the mix of uses proposed for the Pacific City Visitor-Serving Commercial project, the parking demand can be calculated using shared parking criteria as established by the Urban Land Institute (ULI) which lays out a calculation matrix for computing the project's realistic parking needs. The shared parking calculations included in this report are based on the proposed land uses/mix of tenants for the Pacific City Visitor-Serving Commercial project, and reflects the development tabulations presented in *Table 1* and *Table 2*.

Shared Parking Rationale and Basis

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day or day of week), rather than individual peak ratios as represented in the City of Huntington Beach Zoning Code (*Chapter 231.04, Off-Street Parking and Loading Spaces Required*).

The analytical procedures for Shared Parking Analyses are well documented in the Shared Parking publication by the Urban Land Institute (ULI) and have been previously accepted by the City of Huntington Beach. As for other local application, the City of Costa Mesa, and the City of Irvine, among others, has adopted Shared Parking procedures into their Zoning Ordinances based on the ULI techniques and individual parking studies, which validate and/or refine the ULI demand projections and profiles.

Shared parking calculations for the Pacific City Visitor-Serving Commercial project utilize peak parking ratios and hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the proposed Pacific City Visitor-Serving Commercial project.



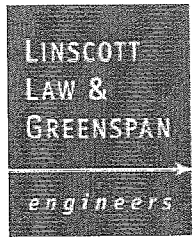
Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the Pacific City Visitor-Serving Commercial project are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2nd Edition*. The ULI publication presents hourly parking demand profiles for seven general land uses: office, retail, restaurant, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project.

One of the primary project components of the currently proposed Pacific City Visitor-Serving Commercial project is retail space, the ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile, and are applied to the City's retail parking ratio of 1 space per 200 SF-GFA. Peak parking demand for retail uses occurs between 1:00 PM & 2:00 PM on weekdays, and 2:00 PM & 4:00 PM on weekends.

The ULI *Shared Parking* publication includes a fine/casual dining profile that is used in this analysis for 100% of the total new restaurant area. Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline. To estimate the fine/casual restaurant parking demand, a parking ratio of 1 space per 100 SF (which matches City code) is utilized. For fine/casual dining uses, the peak demand occurs between 7:00 PM & 10:00 PM on weekdays, and 8:00 PM & 9:00 PM weekends. In addition, the outdoor dining profiles, which is essentially restaurant use area, are derived exactly from the ULI baseline for fine/casual dining and parked at a parking ratio of 1 space per 100 SF. Lastly, the health club profiles are also derived exactly from the ULI baseline for health club uses.

Based on the mixed-use characteristics of The Pacific City Visitor-Serving Commercial project as well as the proximity to the existing/proposed resort hotels, the Main Street downtown area, beach area, and existing/proposed residential uses, a 15% and 20% internal capture reduction was applied to the parking requirements for retail and fine/casual dining restaurant uses, respectively, to account for walk-in traffic from adjacent developments and residents that park within their designated parking area and visit the adjacent retail, entertainment and restaurant uses resulting in a base demand of:



- $113,567 \text{ SF} \times 1 \text{ space per } 200 \text{ SF} = 568 - 85 (15\%) = 483 \text{ spaces [Retail]}$
- $49,245 \text{ SF} \times 1 \text{ space per } 100 \text{ SF} = 493 - 99 (20\%) = 394 \text{ spaces [Restaurant]}$
- $13,147 \text{ SF} \times 1 \text{ space per } 100 \text{ SF} = 132 - 26 (20\%) = 106 \text{ spaces [Outdoor Dining]}$

In addition to the 106 base parking demand spaces for the outdoor dining a parking demand of 33 spaces has been applied to the outdoor dining base parking demand to account for the parking demand associated with the 100 outdoor seats proposed within the common area of the outdoor Market. The parking demand was calculated at 1 space per 3 seats.

Furthermore, a 15% internal capture reduction was applied to the parking requirement for health club use to account for walk-in traffic from adjacent residential and retail developments resulting in a based demand of:

- $24,738 \text{ SF} \times 1 \text{ space per } 200 \text{ SF} + 3,550 \text{ SF} \times 1 \text{ space per } 100 \text{ SF} = 160 - 24 (15\%) = 136 \text{ spaces [Health Club]}$

Lastly, the base parking condition also includes a parking demand of 4 spaces for the on-site security office and 38 spaces to account for the City Code commercial parking requirement proportion compared to the hotel parking requirement of the 53 off-street parking spaces along the project frontage that will be eliminated and relocated on-site. It should be noted that the proposed hotel component will absorb the other 15 relocated parking spaces within its parking supply.

Shared Parking Analysis Results

Tables 3 and 4 present the weekday and weekend parking demand, respectively, for the Pacific City Visitor-Commercial project based on the shared parking methodology. Review of *Table 3* shows that the peak-parking requirement for The Pacific City Visitor-Commercial project during a weekday occurs at 7:00 PM and totals **1,059 spaces**. On a weekend day, the peak parking demand occurs at 6:00 PM, when a parking demand of **1,027 spaces** is forecast (see *Table 4*).

As shown in *Table 3*, based on a proposed shared parking supply of 978 public parking spaces, a maximum deficiency of 81 spaces is forecast during the weekday peak hour at 7:00 PM. In addition, a deficiency of 77 spaces and 6 spaces are forecast during the weekday at 6:00 PM and 8:00 PM, respectively. During the remaining hours of the day, adequate parking is provided with a minimum surplus of 17 spaces at 5:00 PM.

As shown in *Table 4*, based on a proposed shared parking supply of 978 public parking spaces, a maximum deficiency of 49 spaces is forecast during the weekend day peak hour at 6:00 PM. In addition, a deficiency of 10 spaces is forecast during the weekday at 7:00 PM. During the remaining hours of the day, adequate parking is provided with a minimum surplus of 33 spaces at 5:00 PM.

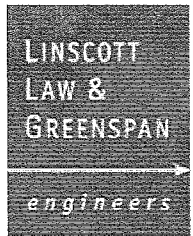
Appendix A contains the shared parking analysis calculation worksheets for the weekday and weekend day parking scenarios.

As a result, a Parking Management Plan (PMP) is recommended to provide a valet parking program that can provide parking for a minimum of 81 additional vehicles within the drive aisles (single loaded) of the subterranean parking garage. Assuming that one parked valet vehicle in the drive aisle will block four 90-degree parked vehicles (two vehicles on each side of the drive aisle), 405 vehicles would be encumbered by the valet parking program at capacity $[81 \text{ valet spaces} + (4 \times 81 \text{ 90-degree spaces}) = 405 \text{ spaces}]$. Based on a maximum of 405 spaces that would not be available for self-parking, it is recommended that the valet program be operational whenever the parking demand is greater than 725 spaces (this assumes that approximately 150 employees would be occupying the 90-degree spaces as part of the parking assist program in the PMP), which is from 11:00 AM to 10:00 PM on weekdays and from 12:00 PM to 10:00 PM on weekends. With the implementation of the valet parking program, adequate parking will be provided for the proposed Pacific City Visitor-Serving Commercial project.

Summary of Findings and Conclusions

- The proposed Pacific City Visitor-Serving Commercial project involves the construction of 113,567 SF of retail uses, 49,245 SF of restaurant uses, a 28,288 SF health club, and 13,147 SF of outdoor dining area. The Pacific City Visitor-Serving Commercial project proposes a parking supply of 978 parking spaces, located within a combination of surface parking lots (75 spaces) and a subterranean parking garage (903 spaces).
- Direct application of City parking ratios to the proposed Pacific City Visitor-Serving Commercial project results in a City parking code requirement of **1,356 parking spaces**. Based on a parking supply of 978 parking spaces, a theoretical parking deficiency of 378 parking spaces is forecast. However, the required parking spaces would result in a significant amount of excess parking spaces than what is actually needed to serve the project.
- The Shared Parking Analysis indicates that the peak parking demand for the proposed Pacific City Visitor-Serving Commercial project (*Table 3*) during a weekday totals **1,059 parking spaces** and occurs at 7:00 PM. With a proposed parking supply of 978 parking spaces, a maximum peak parking deficiency of 81 parking spaces is forecast on a typical peak weekday. In addition, the peak parking demand for the proposed Pacific City Visitor-Serving Commercial project (*Table 4*) during a weekend totals **1,027 parking spaces** and occurs at 6:00 PM. With a proposed parking supply of 978 parking spaces, a maximum peak parking deficiency of 49 parking spaces is forecast on a typical peak weekend day.

Ms. Becky Sullivan
August 8, 2013
Page 7



- A Parking Management Plan (PMP) is recommended to provide a valet parking program that can provide parking for a minimum of 81 additional vehicles within the drive aisles (single loaded) of the subterranean parking garage for at least eleven hours on weekdays (11:00 AM to 10:00 PM) and ten hours on weekends (12:00 PM to 10:00 PM). However, it is recommended that an additional 10% of valet parking spaces, or 89 total valet spaces, be provided to account for minor fluctuations in the parking demand. Lastly, based on our experience with shopping center developments, it is likely that valet parking in the drive aisles will only be needed on Thursday, Friday and Saturday evenings during the peak season(s). With the implementation of the valet parking program, adequate parking will be provided for the proposed Pacific City Visitor-Serving Commercial project.

* * * * *

We appreciate the opportunity to prepare this parking demand analysis for the PC Group Retail, LLC. Should you have any questions or need additional assistance, please do not hesitate to call me at (714) 641-1587.

Very truly yours,
Linscott, Law & Greenspan, Engineers

A handwritten signature in black ink, appearing to read "Keil D. Maberry".

Keil D. Maberry, P.E.
Principal

Attachments

Cc: File



FIGURE 1

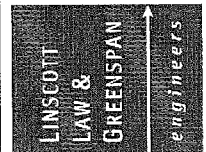
VICINITY MAP
PACIFIC CITY VISITOR-SERVING COMMERCIAL, HUNTINGTON BEACH

SOURCE: GOOGLE

KEY
[Hatched Box] = PROJECT SITE



NO SCALE



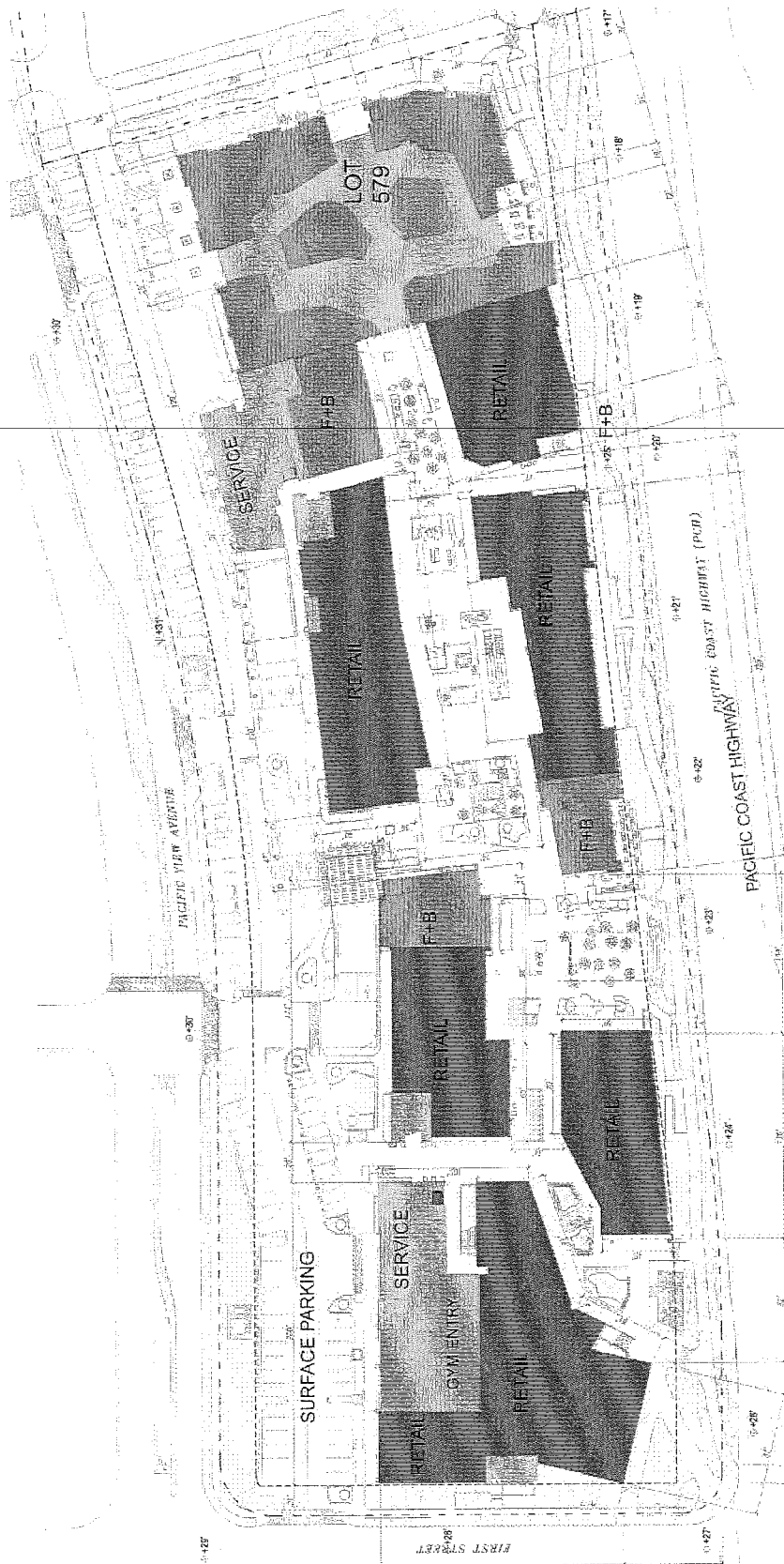


FIGURE 2A

PROPOSED SITE PLAN (LEVEL 1)
PACIFIC CITY VISITOR-SERVING COMMERCIAL, HUNTINGTON BEACH

SOURCE: JERDE & SMS ARCHITECTS



NO SCALE

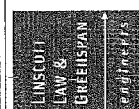
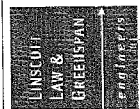




FIGURE 2B

PROPOSED SITE PLAN (LEVEL 2)
PACIFIC CITY VISITOR-SERVING COMMERCIAL, HUNTINGTON BEACH

SOURCE: JERDE & SMS ARCHITECTS



NO SCALE

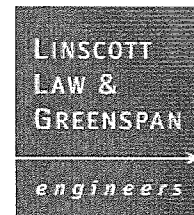


Table 1
LAND USE SUMMARY [1]
Visitor-Serving Commercial
Pacific City, Huntington Beach

Location	Retail	Health Club	Restaurant	Outdoor Dining
Pacific City [2]	113,567 SF	28,288 SF	49,245 SF	13,147 SF
Total	113,567 SF	28,288 SF	49,245 SF	13,147 SF
Proposed Retail, Health Club, & Restaurant				191,100 SF
Proposed Outdoor Dining				13,147 SF
Total				204,247 SF

Notes:

[1] Source: PC Group Retail, LLC.

[2] The Project includes 1,095 SF of back of house office space for security personnel not included in the land use summary

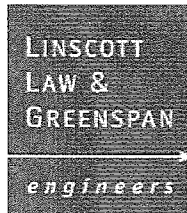


Table 2
CITY CODE PARKING REQUIREMENT [1]
Visitor-Serving Commercial
Pacific City, Huntington Beach

Land Use	Size	City of Huntington Beach Code Parking Ratio	City Code Spaces Required
Retail [2]	113,567 SF	1 space per 200 SF GFA	568
Restaurant (with more than 12 seats)	49,245 SF	1 space per 100 SF GFA (when on a site with 3 or more uses)	492
Outdoor Dining [3]	13,147 SF	1 space per 100 SF GFA (when on a site with 3 or more uses)	132
Health Club Area	24,738 SF	1 space per 200 SF GFA	124
Health Club Group Instruction Area	3,550 SF	1 space per 100 SF GFA	36
Office [4]	1,095 SF	1 space per 250 SF GFA	4
Total Visitor-Commercial Parking Code Requirement			1,356
Proposed Visitor-Commercial Parking Supply			978
Parking Surplus/(Deficiency)			-378

Notes:

[1] Source: Chapter 231.04, Off-street Parking & Loading Spaces Required, City of Huntington Beach Zoning and Subdivision Ordinance.

[2] Retail category includes potential quick-serve food uses with less than 12 seats.

[3] The outdoor dining square-footage consists of the area directly associated with the restaurants

[4] The office square-footage consists of back of house area for security personnel.

TABLE 3
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach
Visitor-Serving Commercial

Land Use	Retail	Outdoor Dining	Restaurant	Health Club	Office	Relocated On-Street Parking Spaces	Subtotal Pacific City Shared Parking Demand	Comparison w/ Parking Supply 978 Spaces
Size	113,567 KSF [4]	13,147 KSF [4]	49,245 KSF [4]	28,288 KSF	1,095 KSF			
Gross Spaces	5 /KSF	10 /KSF	10 /KSF	4.80 /KSF	4 /KSF			
	483 Spc. [3]	139 Spc. [3]	394 Spc. [3]	136 Spc. [5]	4 Spc.			
	100%	100%	100%	100%	100%			
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces			
6:00 AM	12	0	0	96	0	38	146	832
7:00 AM	32	4	11	57	1	38	143	835
8:00 AM	88	9	27	57	3	38	222	756
9:00 AM	188	14	41	96	4	38	381	597
10:00 AM	302	34	96	96	4	38	570	408
11:00 AM	381	59	169	108	4	38	759	219
12:00 PM	420	97	276	83	4	38	918	60
1:00 PM	435	97	276	96	4	38	946	32
2:00 PM	420	87	246	96	4	38	891	87
3:00 PM	400	56	161	96	4	38	755	223
4:00 PM	400	67	191	108	4	38	808	170
5:00 PM	416	99	281	123	4	38	961	17
6:00 PM	416	120	341	136	4	38	1055	(77)
7:00 PM	416	125	355	121	4	38	1059	(81)
8:00 PM	356	125	355	106	4	38	984	(6)
9:00 PM	239	125	355	92	4	38	853	125
10:00 PM	139	120	341	47	2	38	687	291
11:00 PM	48	96	273	15	2	38	472	506
12:00 AM	0	34	96	0	2	38	170	808

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

[3] The required parking space calculations for the retail and restaurant/outdoor dining uses assume a 15% and 20% discount, respectively, to account for walk-in patrons from the adjacent beach community, downtown area, area hotels/resorts and beach area.

[4] The 113,567 SF retail use consists of 97,282 SF retail uses in the Commercial Village plus 16,285 SF retail/F&B sales uses in the Market Hall.

The outdoor dining gross parking demand consists of 13,147 SF dedicated outdoor dining area at 1 space/100 SF plus 100 food service seats in the Market area at 1 space/3 seats

[5] The 28,288 SF Health Club use consists of 24,738 SF health club area plus 3,550 group instruction area; The required parking space calculations for the health club use assume a 15% discount to account from the adjacent beach community and downtown area.

TABLE 4
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach
Visitor-Serving Commercial

Land Use	Retail	Outdoor Dining	Restaurant	Health Club	Office	Relocated On-Street Parking Spaces	Subtotal Pacific City Shared Parking Demand	Comparison w/ Parking Supply 978 Spaces
Size	113,567 KSF [4]	13,147 KSF [4]	49,245 KSF [4]	28,288 KSF	1,095 KSF			
Gross Spaces	5 /KSF	10 /KSF	10 /KSF	480 /KSF	4 /KSF			
	483 Spc. [3]	139 Spc. [3]	394 Spc. [3]	136 Spc. [5]	4 Spc.			
	100%	100%	100%	100%	100%			
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces			
6:00 AM	14	0	0	88	0	38	140	838
7:00 AM	34	4	12	50	1	38	139	839
8:00 AM	78	6	18	40	3	38	183	795
9:00 AM	189	13	35	55	4	38	334	644
10:00 AM	275	16	44	40	4	38	417	561
11:00 AM	343	34	94	55	4	38	568	410
12:00 PM	406	75	212	55	4	38	790	188
1:00 PM	444	81	228	35	4	38	830	148
2:00 PM	483	69	195	29	4	38	818	160
3:00 PM	483	69	195	35	4	38	824	154
4:00 PM	464	69	195	63	4	38	833	145
5:00 PM	439	92	260	112	4	38	945	33
6:00 PM	391	127	361	106	4	38	1027	(49)
7:00 PM	368	133	377	68	4	38	988	(10)
8:00 PM	324	139	394	35	4	38	934	44
9:00 PM	256	127	361	11	4	38	797	181
10:00 PM	179	127	361	2	2	38	709	269
11:00 PM	73	124	352	2	2	38	591	387
12:00 AM	0	70	198	0	2	38	308	670

Notes:

[1] Source: ULJ - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULJ procedure normalized to express percentage in terms of absolute peak demand ratios.

[3] The required parking space calculations for the retail and restaurant/outdoor dining uses assume a 15% and 20% discount, respectively, to account for walk-in patrons from the adjacent beach community, downtown area, area hotels/resorts and beach area.

[4] The 113,567 SF retail use consists of 97,282 SF retail uses in the Commercial Village plus 16,285 SF retail/F&B sales uses in the Market Hall; The outdoor dining gross parking demand consists of 13,147 SF dedicated outdoor dining area at 1 space/100 SF plus 100 food service seats in the Market area at 1 space/3 seats

[5] The 28,288 SF Health Club use consists of 24,738 SF health club area plus 3,550 group instruction area; The required parking space calculations for the health club use assume a 15% discount to account from the adjacent beach community and downtown area.

APPENDIX A

ULI PARKING CALCULATION WORKSHEETS

Appendix Table A-1

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Shopping Center (Typical Days)				Shared Parking Demand
Size	113.567 KSF				
Pkg Rate[2]	5 /KSF				
Gross	483 Spaces				
Spaces	389 Guest Spc.		94 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	4	9%	8	12
7:00 AM	5%	19	14%	13	32
8:00 AM	14%	54	36%	34	88
9:00 AM	32%	124	68%	64	188
10:00 AM	59%	230	77%	72	302
11:00 AM	77%	300	86%	81	381
12:00 PM	86%	335	90%	85	420
1:00 PM	90%	350	90%	85	435
2:00 PM	86%	335	90%	85	420
3:00 PM	81%	315	90%	85	400
4:00 PM	81%	315	90%	85	400
5:00 PM	86%	335	86%	81	416
6:00 PM	86%	335	86%	81	416
7:00 PM	86%	335	86%	81	416
8:00 PM	72%	280	81%	76	356
9:00 PM	45%	175	68%	64	239
10:00 PM	27%	105	36%	34	139
11:00 PM	9%	35	14%	13	48
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition; 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-2

OUTDOOR DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Fine/Casual Dining				
Size	13.147 KSF				Shared Parking Demand
Pkg Rate[2]	10 /KSF				
Gross	139 Spaces				
Spaces	118 Guest Spc.		21 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	4	4
8:00 AM	0%	0	45%	9	9
9:00 AM	0%	0	68%	14	14
10:00 AM	14%	17	81%	17	34
11:00 AM	36%	42	81%	17	59
12:00 PM	68%	80	81%	17	97
1:00 PM	68%	80	81%	17	97
2:00 PM	59%	70	81%	17	87
3:00 PM	36%	42	68%	14	56
4:00 PM	45%	53	68%	14	67
5:00 PM	68%	80	90%	19	99
6:00 PM	86%	101	90%	19	120
7:00 PM	90%	106	90%	19	125
8:00 PM	90%	106	90%	19	125
9:00 PM	90%	106	90%	19	125
10:00 PM	86%	101	90%	19	120
11:00 PM	68%	80	77%	16	96
12:00 AM	23%	27	32%	7	34

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-3

RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
Size	49.245 KSF				
Pkg Rate[2]	10 /KSF				
Gross	394 Spaces				
Spaces	334 Guest Spc.		60 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	11	11
8:00 AM	0%	0	45%	27	27
9:00 AM	0%	0	68%	41	41
10:00 AM	14%	47	81%	49	96
11:00 AM	36%	120	81%	49	169
12:00 PM	68%	227	81%	49	276
1:00 PM	68%	227	81%	49	276
2:00 PM	59%	197	81%	49	246
3:00 PM	36%	120	68%	41	161
4:00 PM	45%	150	68%	41	191
5:00 PM	68%	227	90%	54	281
6:00 PM	86%	287	90%	54	341
7:00 PM	90%	301	90%	54	355
8:00 PM	90%	301	90%	54	355
9:00 PM	90%	301	90%	54	355
10:00 PM	86%	287	90%	54	341
11:00 PM	68%	227	77%	46	273
12:00 AM	23%	77	32%	19	96

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-4

HEALTH CLUB
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Health Club				
Size	28.288 KSF				Shared Parking Demand
Pkg Rate[2]	5 /KSF				
Gross Spaces	136 Spaces				
	128 Visitor Spc.		8 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	70%	90	75%	6	96
7:00 AM	40%	51	75%	6	57
8:00 AM	40%	51	75%	6	57
9:00 AM	70%	90	75%	6	96
10:00 AM	70%	90	75%	6	96
11:00 AM	80%	102	75%	6	108
12:00 PM	60%	77	75%	6	83
1:00 PM	70%	90	75%	6	96
2:00 PM	70%	90	75%	6	96
3:00 PM	70%	90	75%	6	96
4:00 PM	80%	102	75%	6	108
5:00 PM	90%	115	100%	8	123
6:00 PM	100%	128	100%	8	136
7:00 PM	90%	115	75%	6	121
8:00 PM	80%	102	50%	4	106
9:00 PM	70%	90	20%	2	92
10:00 PM	35%	45	20%	2	47
11:00 PM	10%	13	20%	2	15
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-5

OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Office				
Size	1.095 KSF				Shared Parking Demand
Pkg Rate[2]	4 /KSF				
Gross Spaces	4 Spaces				
	0 Visitor Spc.		4 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	1%	0	30%	1	1
8:00 AM	20%	0	75%	3	3
9:00 AM	60%	0	100%	4	4
10:00 AM	100%	0	100%	4	4
11:00 AM	45%	0	100%	4	4
12:00 PM	15%	0	100%	4	4
1:00 PM	45%	0	100%	4	4
2:00 PM	100%	0	100%	4	4
3:00 PM	45%	0	100%	4	4
4:00 PM	15%	0	100%	4	4
5:00 PM	10%	0	100%	4	4
6:00 PM	5%	0	100%	4	4
7:00 PM	2%	0	100%	4	4
8:00 PM	1%	0	100%	4	4
9:00 PM	0%	0	100%	4	4
10:00 PM	0%	0	50%	2	2
11:00 PM	0%	0	50%	2	2
12:00 AM	0%	0	50%	2	2

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-6

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Shopping Center (Typical Days)				
Size	113.567 KSF				Shared Parking Demand
Pkg Rate[2]	5 /KSF				
Gross	483 Spaces				
Spaces	386 Guest Spc.		97 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	4	10%	10	14
7:00 AM	5%	19	15%	15	34
8:00 AM	10%	39	40%	39	78
9:00 AM	30%	116	75%	73	189
10:00 AM	50%	193	85%	82	275
11:00 AM	65%	251	95%	92	343
12:00 PM	80%	309	100%	97	406
1:00 PM	90%	347	100%	97	444
2:00 PM	100%	386	100%	97	483
3:00 PM	100%	386	100%	97	483
4:00 PM	95%	367	100%	97	464
5:00 PM	90%	347	95%	92	439
6:00 PM	80%	309	85%	82	391
7:00 PM	75%	290	80%	78	368
8:00 PM	65%	251	75%	73	324
9:00 PM	50%	193	65%	63	256
10:00 PM	35%	135	45%	44	179
11:00 PM	15%	58	15%	15	73
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-7

OUTDOOR DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
Size	13.147 KSF				
Pkg Rate[2]	10 /KSF				
Gross	139 Spaces				
Spaces	118 Guest Spc.		21 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	4	4
8:00 AM	0%	0	30%	6	6
9:00 AM	0%	0	60%	13	13
10:00 AM	0%	0	75%	16	16
11:00 AM	15%	18	75%	16	34
12:00 PM	50%	59	75%	16	75
1:00 PM	55%	65	75%	16	81
2:00 PM	45%	53	75%	16	69
3:00 PM	45%	53	75%	16	69
4:00 PM	45%	53	75%	16	69
5:00 PM	60%	71	100%	21	92
6:00 PM	90%	106	100%	21	127
7:00 PM	95%	112	100%	21	133
8:00 PM	100%	118	100%	21	139
9:00 PM	90%	106	100%	21	127
10:00 PM	90%	106	100%	21	127
11:00 PM	90%	106	85%	18	124
12:00 AM	50%	59	50%	11	70

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-8

RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Fine/Casual Dining				Shared Parking Demand
Size	49.245 KSF				
Pkg Rate[2]	10 /KSF				
Gross Spaces	394 Spaces				
	335 Guest Spc.		59 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	12	12
8:00 AM	0%	0	30%	18	18
9:00 AM	0%	0	60%	35	35
10:00 AM	0%	0	75%	44	44
11:00 AM	15%	50	75%	44	94
12:00 PM	50%	168	75%	44	212
1:00 PM	55%	184	75%	44	228
2:00 PM	45%	151	75%	44	195
3:00 PM	45%	151	75%	44	195
4:00 PM	45%	151	75%	44	195
5:00 PM	60%	201	100%	59	260
6:00 PM	90%	302	100%	59	361
7:00 PM	95%	318	100%	59	377
8:00 PM	100%	335	100%	59	394
9:00 PM	90%	302	100%	59	361
10:00 PM	90%	302	100%	59	361
11:00 PM	90%	302	85%	50	352
12:00 AM	50%	168	50%	30	198

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-9

HEALTH CLUB
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Land Use	Health Club				Shared Parking Demand
Size	28.288 KSF				
Pkg Rate[2]	5 /KSF				
Gross Spaces	136 Spaces				
	130 Visitor Spc.		6 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	66%	86	41%	2	88
7:00 AM	37%	48	41%	2	50
8:00 AM	29%	38	41%	2	40
9:00 AM	41%	53	41%	2	55
10:00 AM	29%	38	41%	2	40
11:00 AM	41%	53	41%	2	55
12:00 PM	41%	53	41%	2	55
1:00 PM	25%	33	41%	2	35
2:00 PM	21%	27	41%	2	29
3:00 PM	25%	33	41%	2	35
4:00 PM	45%	59	62%	4	63
5:00 PM	82%	107	82%	5	112
6:00 PM	78%	101	82%	5	106
7:00 PM	49%	64	62%	4	68
8:00 PM	25%	33	41%	2	35
9:00 PM	8%	10	16%	1	11
10:00 PM	1%	1	16%	1	2
11:00 PM	1%	1	16%	1	2
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-10

OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
Pacific City, Huntington Beach

Month:

Land Use	Office				Shared Parking Demand
Size	1.095 KSF				
Pkg Rate[2]	4 /KSF				
Gross Spaces	4 Spaces				
	0 Visitor Spc.		4 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	2%	0	30%	1	1
8:00 AM	6%	0	75%	3	3
9:00 AM	8%	0	100%	4	4
10:00 AM	9%	0	100%	4	4
11:00 AM	10%	0	100%	4	4
12:00 PM	9%	0	100%	4	4
1:00 PM	8%	0	100%	4	4
2:00 PM	6%	0	100%	4	4
3:00 PM	4%	0	100%	4	4
4:00 PM	2%	0	100%	4	4
5:00 PM	1%	0	100%	4	4
6:00 PM	1%	0	100%	4	4
7:00 PM	0%	0	100%	4	4
8:00 PM	0%	0	100%	4	4
9:00 PM	0%	0	100%	4	4
10:00 PM	0%	0	50%	2	2
11:00 PM	0%	0	50%	2	2
12:00 AM	0%	0	50%	2	2

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

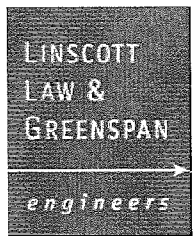
[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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Dept. of Planning
& Building



August 12, 2013

Ms. Becky Sullivan
PC Group Retail, LLC
922 Laguna Street
Santa Barbara, CA 93101

LLG Reference No. 2.12.3315.1

Subject: **Final Pacific City EIR Transportation/Traffic
Conformance Evaluation**
Pacific City - Huntington Beach, California

Dear Ms. Sullivan:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this *Updated* Environmental Impact Report (EIR) Transportation/Traffic Conformance Evaluation for the proposed Pacific City development as currently proposed. The currently proposed Pacific City development, which is located along Pacific Coast Highway between 1st Street and Huntington Street in the City of Huntington Beach, consists of 191,100 square feet (SF) of retail, restaurant, and health club uses (i.e. shopping center traffic characteristics), 1,095 SF office use, and a 250-room hotel. Site access for the currently proposed development consists of four (4) driveways along Pacific View Avenue serving the commercial and hotel uses, one (1) driveway along 1st Street serving the commercial uses, and one (1) driveway along Huntington Street serving the Hotel uses (service and employee only). It should be noted that the central driveway on Pacific View Avenue and the driveway on 1st Street will continue to provide service access for commercial loading. In addition, access to the subterranean parking garage for the commercial component will be via the westerly and central driveways on Pacific View Avenue as well as via 1st Street, while access to the subterranean parking garage for the hotel component will be via the two easterly driveways on Pacific View Avenue as well as via Huntington Street.

The Final EIR (EIR No. 02-01 & SCH No. 2003011024) for Pacific City, dated February 2004, included a *Reduced Project Alternative*, which was the development scenario approved by the City of Huntington Beach. The *Reduced Project Alternative* consists of 191,100 SF of visitor-serving commercial (retail, restaurant, and office uses) and a 400-room hotel. As described in the Project Description on Page 2-23 of the Draft EIR, site access for the approved Project consists of two (2) driveways serving the commercial and hotel uses plus one (1) central driveway for service only

Engineers & Planners
Traffic
Transportation
Parking

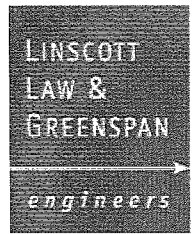
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ATTACHMENT NO. 6.1



along Pacific View Avenue, one (1) driveway along 1st Street for service only, and one (1) driveway along Huntington Street serving the Hotel uses (service and employee only). In addition, access to the subterranean parking garage for the visitor-serving commercial component will be via the three (3) westerly driveways on Pacific View Avenue, while access to the subterranean parking garage for the hotel component will be via the two (2) easterly driveways on Pacific View Avenue as well as via Huntington Street. **Attachment A** presents the previously approved site plan as well as the proposed current development program site plan.

Based on our evaluation of the traffic generation forecast potential of the current development program, as shown in **Table A**, versus the approved *Reduced Project Alternative*, as shown in **Table 10A**, the current development program traffic generation forecast is less. The commercial component traffic generation is essentially equal (ADT is greater, AM peak hour is less, and PM peak hour is equal) while the hotel traffic generation is less due to the 150-room reduction in the hotel component of the current development program. While the current development program includes a health club component, which was not included in the approved *Reduced Project Alternative*, the health club trip generation component is included in the ITE Land Use 820 *Shopping Center* land use category according to the ITE *Trip Generation Manual*. In addition, the outdoor dining component of approximately 13,000 SF in the current development program, is not included in the 191,100 SF shopping center trip generation consistent with the traffic generation forecast for the approved *Reduced Project Alternative* since the outdoor dining area is typically not included in the traffic generation calculation as a reasonable amount of outdoor dining area is likely already included in the *Shopping Center* rate. Lastly, the restaurant component, including the outdoor dining area, of the shopping center area comprises approximately 30% of the total commercial/retail area, which is consistent with the approved *Reduced Project Alternative*, and consists of a reasonable percentage of restaurant area within the ITE *Shopping Center* land use category.

It should be noted that the Trip Reduction Flow Diagram has been updated based on the current land use program, shown as **Attachment No. 1** and utilized in **Table A**, while the original Trip Reduction Flow Diagram, shown as **Appendix C** from the approved TIA (04.23.04), was utilized for **Table 10A**. In addition for reference purposes, **Table 10** presents the project traffic generation forecast provided in the 04.23.04 approved TIA, which was the basis for the EIR traffic analysis. Based on the traffic generation potential of the current development, as shown in **Table A**, versus the approved project traffic generation, as shown in **Table 10**, the current development program traffic generation forecast is significantly less.

Ms. Becky Sullivan
August 12, 2013
Page 3

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engineers

Consequently, since the number and location of proposed Project driveways are essentially the same, including turning movements, between the approved *Reduced Project Alternative* and the current development program, combined with a lesser traffic generation forecast for the current development program, the traffic impacts would remain the same or be lesser with the currently proposed development program. In particular, while the right-in/right-out driveway on 1st Street has been converted from "service only" access to "visitor and service" access, the study area traffic distribution remains the same and the level of service on Pacific View Avenue may likely be improved. Additionally, while a new right-in/right out driveway for the Hotel is proposed along Pacific View Avenue approximately 125 feet east of the shared hotel/commercial driveway, the turning movements for both the hotel/commercial driveway on the south side and the residential driveway on the north side remain the same. Lastly, the conversion of the central right-in/right-out driveway along Pacific View Avenue from a "service only" access to "visitor and service" access and the relocation of the right-in/right-out driveway on 1st Street approximately 75 feet to the north will not create any new traffic impacts to the surrounding transportation system or substantially affect the results of the approved traffic impact analysis for the Pacific City development.

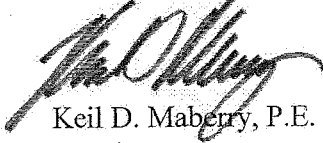
As a result, while the proposed current development program and design for Pacific City is slightly different than the approved Pacific City development program and design, it is our finding that the traffic and transportation impacts associated with the proposed current development program for Pacific City, as described above, are in substantial conformance with the approved EIR for Pacific City.

* * * * *

We appreciate the opportunity to prepare this EIR Conformance Evaluation for PC Group Retail, LLC. Should you have any questions or need additional assistance, please do not hesitate to call me at (949) 825-6175.

Very truly yours,

Linscott, Law & Greenspan, Engineers

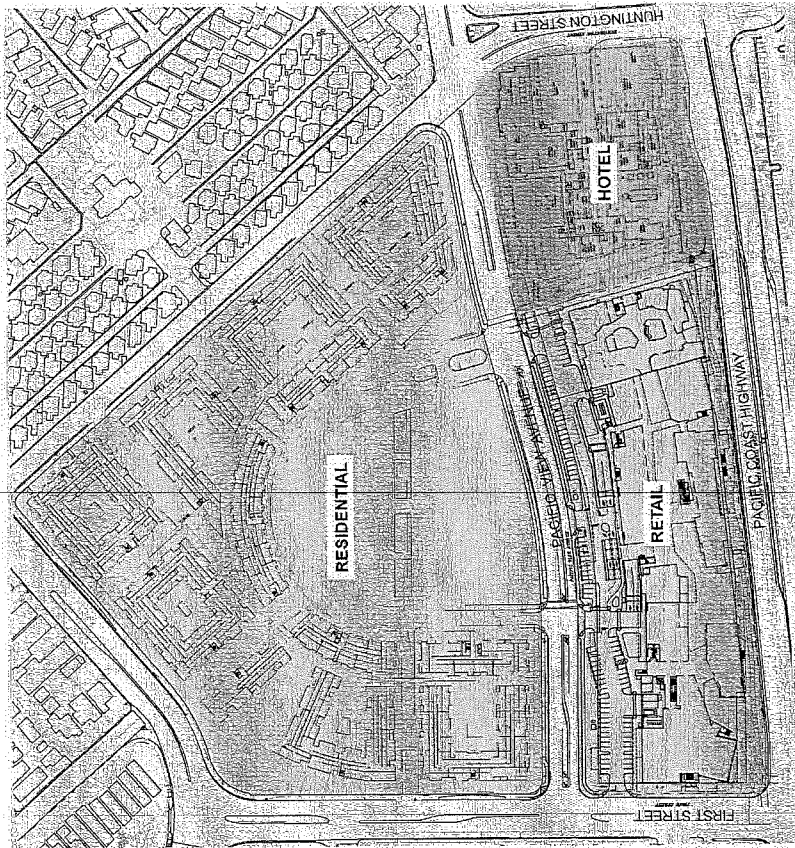

Keil D. Maberry, P.E.
Principal

Attachments

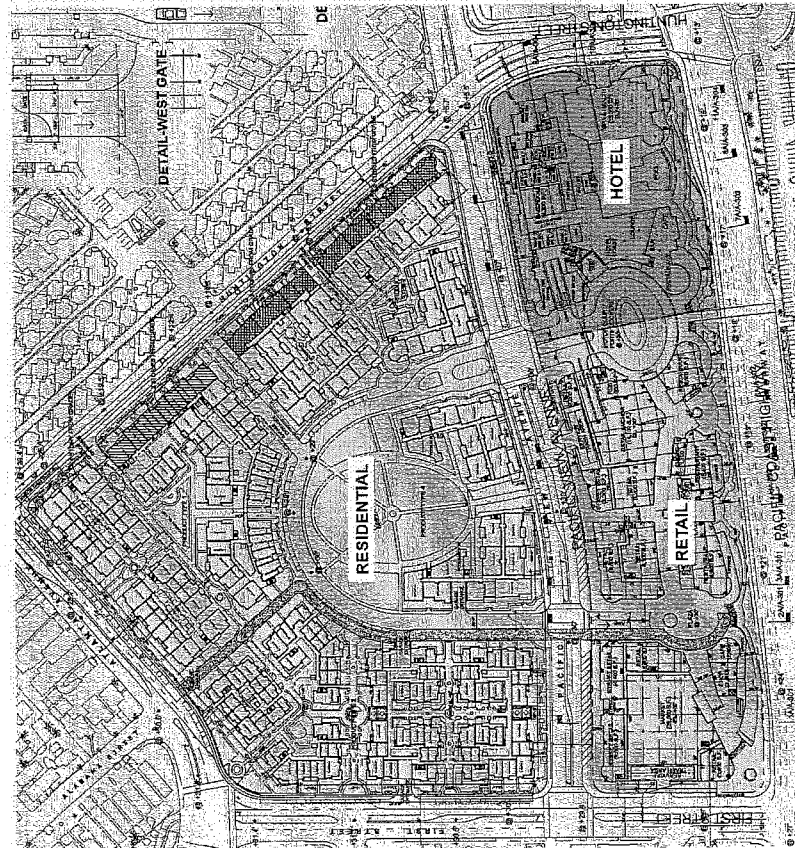
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Attachment A



PROPOSED PLAN



PREVIOUS PLAN

D-004
PREVIOUS & PROPOSED
PLANS
JUNE 11, 2013



CAPITAL PARTNERS, INC.



JERDE

PACIFIC CITY
HUNTINGTON BEACH, CALIFORNIA

TABLE A
PROJECT TRAFFIC GENERATION FORECAST
DJM Pacific City, Huntington Beach

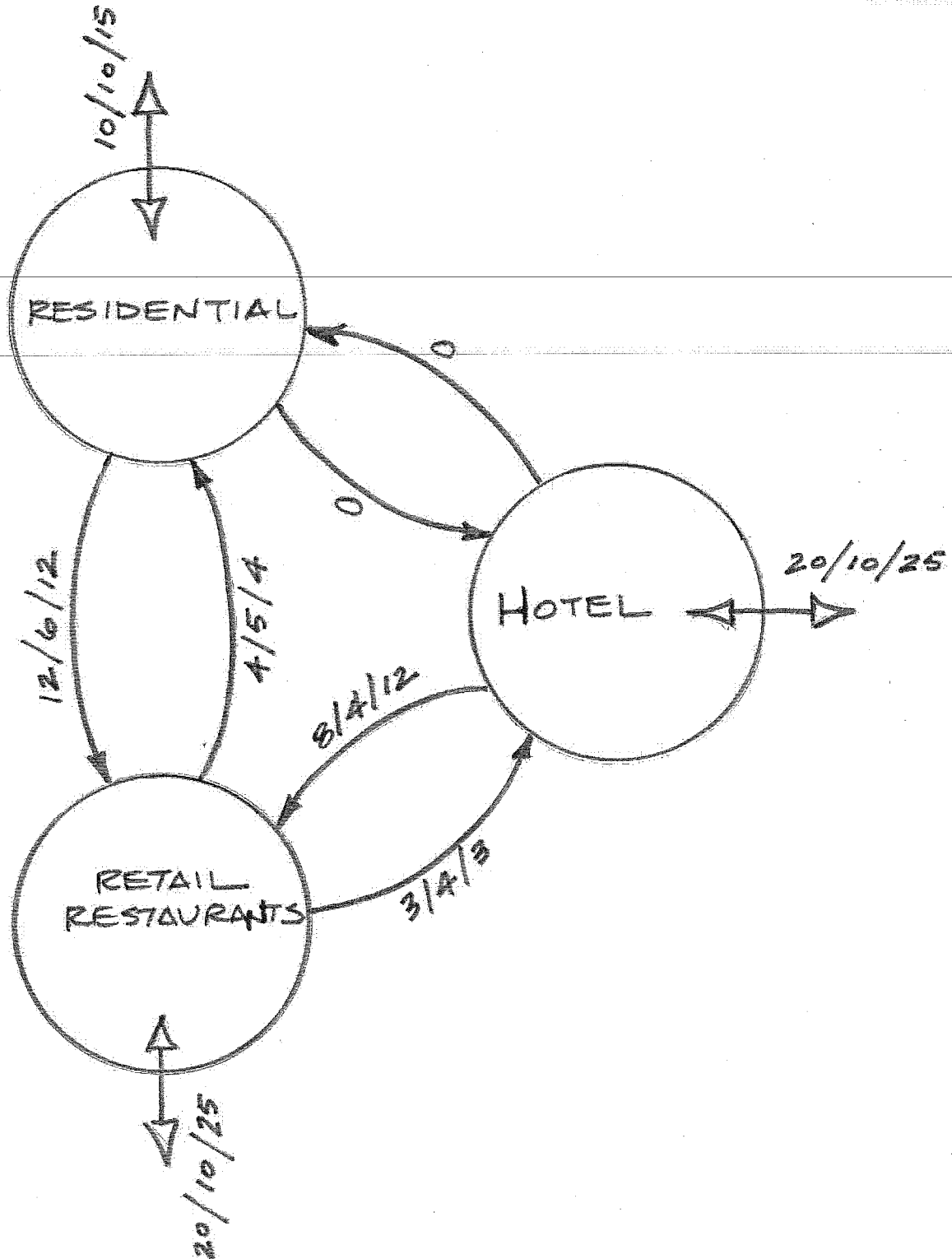
ITE Land Use Code	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
• 310: Hotel (250 Rooms)	2,043	85	55	140	78	70	148
Internal Capture (8%/4%/12%)	-163	-3	-2	-5	-9	-8	-17
Mode Shift (20%/10%/25%)	-409	-9	-6	-15	-20	-18	-38
<i>Subtotal</i>	<i>1,471</i>	<i>73</i>	<i>47</i>	<i>120</i>	<i>49</i>	<i>44</i>	<i>93</i>
• 820: Retail/Restaurant (191,100 SF)	10,346	138	88	226	481	501	982
Internal Capture (7%/9%/7%)	-724	-12	-8	-20	-34	-35	-69
Mode Shift (20%/10%/25%)	-2,069	-14	-9	-23	-120	-125	-245
<i>Subtotal</i>	<i>7,553</i>	<i>112</i>	<i>71</i>	<i>183</i>	<i>327</i>	<i>341</i>	<i>668</i>
• 710: Office (1,095 SF)	12	2	0	2	0	2	2
• 230: Residential							
Condominium/Townhouse (516 du)	2,626	31	155	186	160	77	237
Internal Capture (12%/6%/12%)	-315	-2	-12	-14	-21	-10	-31
Mode Shift (10%/10%/15%)	-263	-3	-16	-19	-24	-12	-36
<i>Subtotal</i>	<i>2,048</i>	<i>26</i>	<i>127</i>	<i>153</i>	<i>115</i>	<i>55</i>	<i>170</i>
Proposed Traffic Generation Forecast	11,084	213	245	458	491	442	933

Note:

- Internal Capture and Mode Shift values are based on the Trip Reduction Flow Diagram contained in Attachment No. 1
- (X%/Y%/Z%) = Daily/AM Peak/PM Peak
- Retail/Restaurant traffic generation forecast is based on the Shopping Center ITE Land Use Code: 820 (8th Edition) equations.

PACIFIC CITY (DJM)

TRIP REDUCTION FLOW DIAGRAM (05.21.13)



ADT/AM/PM

TABLE 10A

REDUCED PROJECT ALTERNATIVE TRAFFIC GENERATION FORECAST
Pacific City, Huntington Beach

ITE Land Use Code	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
• 310: Hotel (400 Rooms)	3,212	140	88	228	128	116	244
Internal Capture (10%/5%/15%)	-321	-7	-4	-11	-19	-17	-36
Mode Shift (20%/10%/25%)	-642	-14	-9	-23	-32	-29	-61
<i>Subtotal</i>	<i>2,249</i>	<i>119</i>	<i>75</i>	<i>194</i>	<i>77</i>	<i>70</i>	<i>147</i>
• 710: General Office (30,000 SF)	527	63	9	72	19	94	113
Internal Capture (15%/10%/10%)	-79	-6	-1	-7	-2	-9	-11
Mode Shift (10%/5%/5%)	-53	-3	-0	-3	-1	-5	-6
<i>Subtotal</i>	<i>395</i>	<i>54</i>	<i>8</i>	<i>62</i>	<i>16</i>	<i>80</i>	<i>96</i>
• 820: Retail/Restaurant (161,000 SF)	9,259	129	82	211	412	448	860
Internal Capture (8%/12%/8%)	-741	-15	-10	-25	-33	-36	-69
Mode Shift (20%/10%/25%)	-1,852	-13	-8	-21	-103	-112	-215
<i>Subtotal</i>	<i>6,666</i>	<i>101</i>	<i>64</i>	<i>165</i>	<i>276</i>	<i>300</i>	<i>576</i>
• 230: Residential							
Condominium/Townhouse (516 du)	2,626	31	155	186	160	77	237
Internal Capture (12%/8%/13%)	-315	-2	-12	-14	-21	-10	-31
Mode Shift (10%/10%/15%)	-263	-3	-16	-19	-24	-12	-36
<i>Subtotal</i>	<i>2,048</i>	<i>26</i>	<i>127</i>	<i>153</i>	<i>115</i>	<i>55</i>	<i>170</i>
Net Traffic Generation Forecast	11,358	300	274	574	484	505	989

Note:

- Internal Capture and Mode Shift values are based on the Trip Reduction Flow Diagram contained in Appendix C
- (X%/Y%/Z%) = Daily/AM Peak/PM Peak

Revised: June 24, 2013

TABLE 10

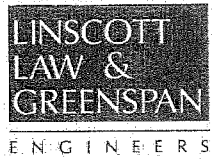
**PROJECT TRAFFIC GENERATION FORECAST
Pacific City, Huntington Beach**

ITE Land Use Code	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
• 310: Hotel (400 Rooms)	3,212	140	88	228	128	116	244
Internal Capture (10%/5%/15%)	-321	-7	-4	-11	-19	-17	-36
Mode Shift (20%/10%/25%)	-642	-14	-9	-23	-32	-29	-61
<i>Subtotal</i>	<i>2,249</i>	<i>119</i>	<i>75</i>	<i>194</i>	<i>77</i>	<i>70</i>	<i>147</i>
• 710: General Office (60,000 SF)	896	109	15	124	25	122	147
Internal Capture (15%/10%/10%)	-134	-11	-1	-12	-3	-12	-15
Mode Shift (10%/5%/5%)	-90	-5	-1	-6	-1	-6	-7
<i>Subtotal</i>	<i>672</i>	<i>93</i>	<i>13</i>	<i>106</i>	<i>21</i>	<i>104</i>	<i>125</i>
• 820: Retail/Restaurant (175,000 SF)	9,769	137	88	225	436	473	909
Internal Capture (8%/12%/8%)	-782	-16	-11	-27	-35	-38	-73
Mode Shift (20%/10%/25%)	-1,954	-14	-9	-23	-109	-118	-227
<i>Subtotal</i>	<i>7,033</i>	<i>107</i>	<i>68</i>	<i>175</i>	<i>292</i>	<i>317</i>	<i>609</i>
• Museum (5,000 SF)	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.
• 230: Residential							
Condominium/Townhouse (516 du)	2,626	31	155	186	160	77	237
Internal Capture (12%/8%/13%)	-315	-2	-12	-14	-21	-10	-31
Mode Shift (10%/10%/15%)	-263	-3	-16	-19	-24	-12	-36
<i>Subtotal</i>	<i>2,048</i>	<i>26</i>	<i>127</i>	<i>153</i>	<i>115</i>	<i>55</i>	<i>170</i>
Net Traffic Generation Forecast	12,002	345	283	628	505	546	1,051

Note:

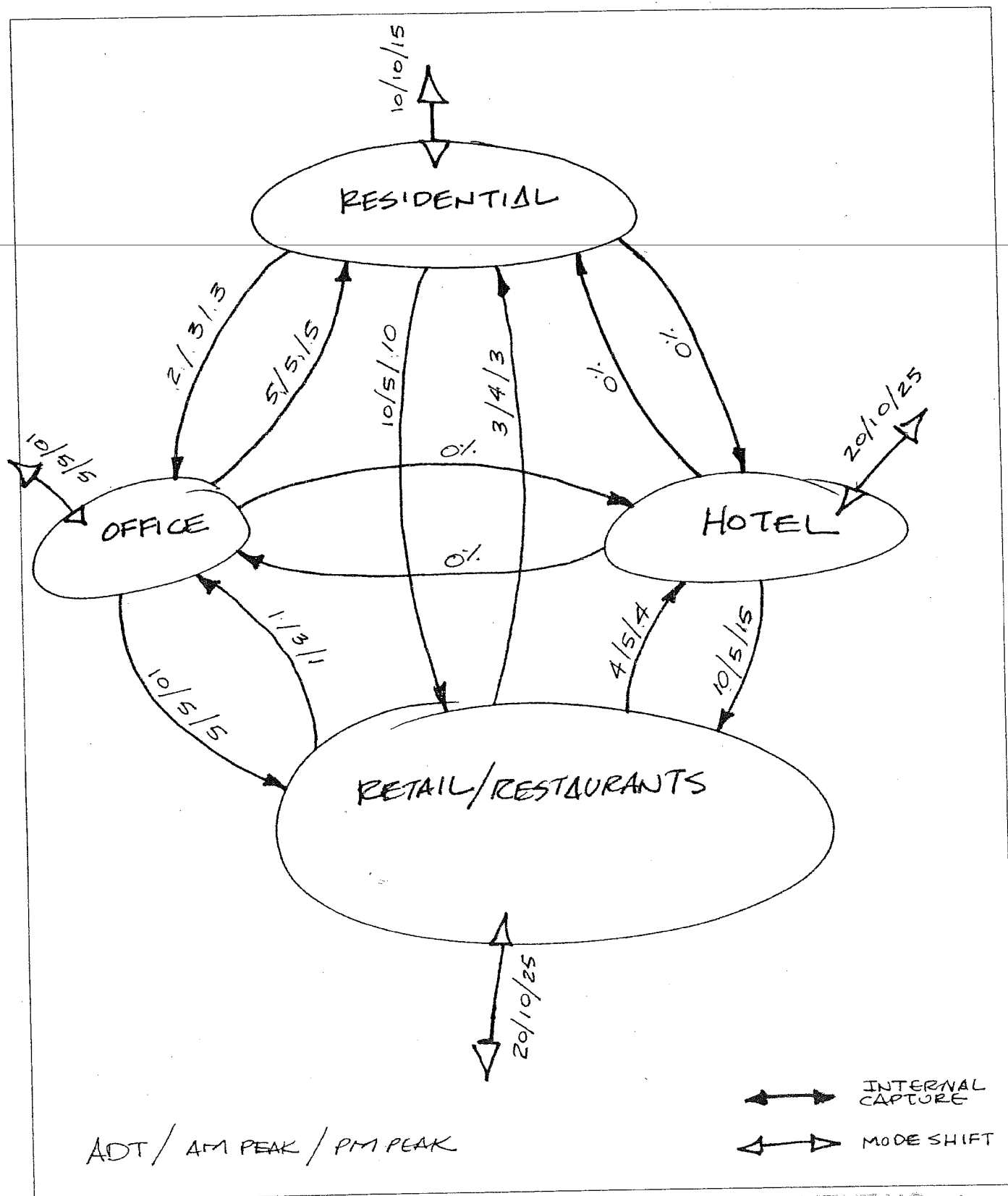
- Internal Capture and Mode Shift values are based on the Trip Reduction Flow Diagram contained in Appendix C
- (X%/Y%/Z%) = Daily/AM Peak/PM Peak

Revised: March 5, 2003



APPENDIX C

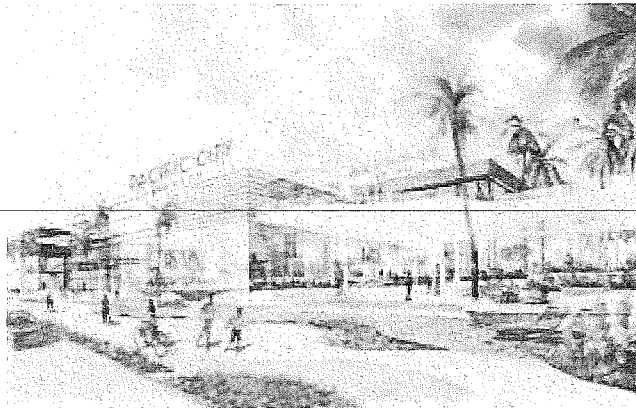
TRIP REDUCTION FLOW DIAGRAM



Pacific City

Parking Management Plan

RECEIVED
JUL 30 2013
Dept. of Planning
& Building



Presented to

PC GROUP RETAIL, LLC

July 2013



9333 Genesee Ave, Suite 220

San Diego, CA 92121

858.587.8888

ATTACHMENT NO. 7.1



Table of Contents

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General Company Information	
2. Overview	4
3. Parking Garage – Self Parking	4
4. Valet & Stacked Parking	5
5. Surface Parking	8

Becky Sullivan
PC GROUP RETAIL, LLC

Parking Management Plan – Pacific City

Ms. Sullivan,

On behalf of the entire LAZ Parking family, I am pleased to submit the following Parking Management Plan for Pacific City.

LAZ Parking was formed in 1981. Today, we one of the fastest growing parking companies in America. We are headquartered in Hartford, CT, with regional offices in San Diego, Los Angeles, Orange County, Atlanta, Boston, Chicago, New York, New Jersey, Baltimore, Washington DC, Miami, and Dallas. Through our partnership, we now manage over 1900 locations in 20 states, 250 cities, and maintain gross revenues in excess of \$500 million annually.

Our Southern California Region employs more than 1,100 people and we operate over 250 locations, with a client retention rate that exceeds 96% annually.

Our portfolio includes: resident parking facilities, surface parking lots, major entertainment/event parking, universities, hotels, office buildings, mixed-use projects, on-street/municipal parking, shuttle systems, hospitals and medical complexes, stand-alone garages, valet parking sites, and airports.

We operate through regional offices headed by officers of the company. Through these offices, we offer our clients the resources of a large company but with the attention and responsiveness more typical of a local company. Our Southwest Division is headquartered in San Diego, with offices in Downtown and UTC. It is headed by Michael Harth, West Coast President, Kynn Knight, Executive Vice President and Jared Svendsen, Regional Vice President.

We appreciate the opportunity to work with you and your team and welcome any feedback or questions you may have. Please feel free to contact me.

Respectfully,



Jared Svendsen
Regional Vice President
LAZ Parking

OVERVIEW

As shown on the architectural plans, vehicles will access the parking garage from Pacific View Avenue. The project allows for the following parking options:

- Parking Garage – Self Park
- Valet Parking & Stacked Parking
- Surface Parking Areas

PARKING GARAGE – SELF PARKING**Entrances & Exits**

The parking garage will be accessed through two ramps leading down to P1. Each ramp has an entrance and an exit lane. In addition, a separate exit lane for valet will be provided to allow for efficient egress of valet vehicles.

Parking Equipment

In order to manage parking and capture revenue a Parking Access and Revenue Control System (PARCS) will be installed at each entrance. The lanes will be controlled using ticket dispensers in the entry lanes and gate arms in all lanes. Upon entry, a ticket will be pulled allowing for efficient ingress.

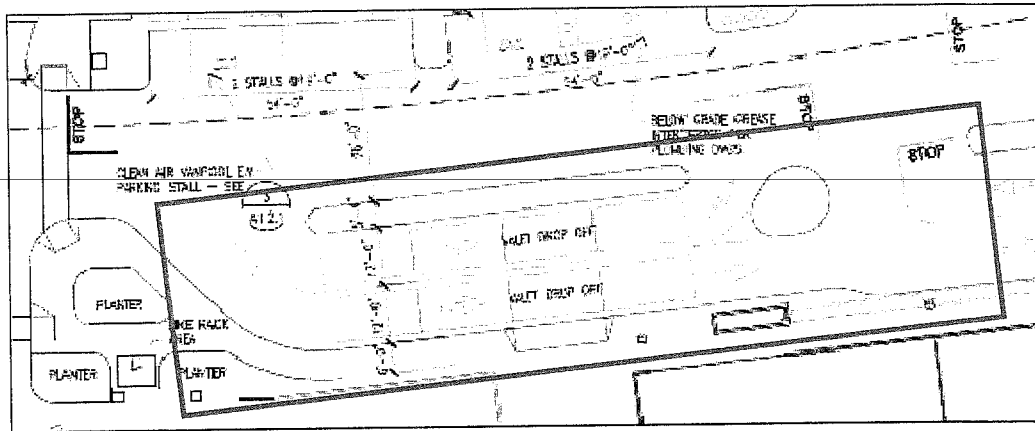
The facility will be equipped with 4 Pay-On-Foot (POF) stations located near the at escalator lobbies. Through a coordinated signage program, visitors will be encouraged to take their entry ticket with them. They will pay just prior to exiting at one of the POF stations. Payment options at the POF will include cash, credit, and debit. Upon payment of the parking ticket, an exit ticket will be issued, which will simply need to be inserted into an exit machine installed in all of the exit lanes. Once the exit machine verifies parking fees have been paid, the gate arm raises to allow the vehicle to exit. If a balance is due, the visitor will have the option to pay with credit/debit card. Should the visitor require assistance, they will interact with an attendant via the intercom in order to complete the transaction.

During peak periods, we anticipate staffing Customer Service Ambassadors (CSAs) at the exit lanes to help expedite the process and provide support as needed to allow for efficient egress.

In addition to cash, credit, and debit payments, the PARCS is capable of accepting validations in order to meet the needs of tenants and lease obligations.

VALET PARKING & STACKED PARKING

The *Greeting Zone* for valet parking will be located in the turn out area located near the center of the surface parking area between the two garage entrances. It will have the capacity to hold 8 to 10 vehicles at any one time. The location of the *Greeting Zone* is shown below:

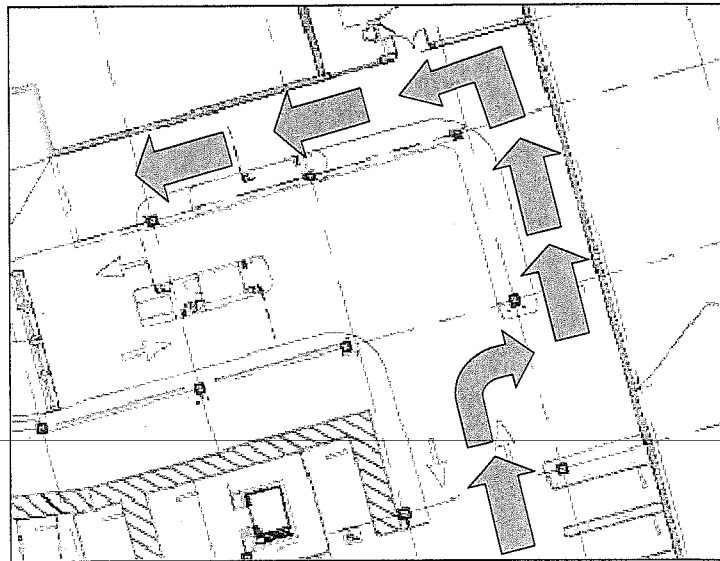


Valet - Guest Experience

1. Guest is greeted by valet attendant in *Greeting Zone*.
2. Guest is issued a valet claim check by valet attendant.
3. Guest leaves the *Greeting Zone* and proceeds into Pacific City.
4. Guest returns to *Greeting Zone* and presents valet claim check to valet attendant.
5. Valet attendant retrieves guest's keys, runs to the vehicle storage location located on P2 and returns the vehicle to the guest in the *Greeting Zone*.
6. In order to bypass self-parkers the valet will utilize the Valet Bypass Lane. It will be equipped with a key fob and gate arm to control access.
7. Valet attendant opens all doors for guest, thanks the guest and hands the driver the vehicle keys.
8. Guest departs in their vehicle through surface parking area and exits onto Pacific View Avenue.

Valet – Bypass Lane For Exit

On the following page is a diagram showing the Valet Bypass Lane in relation to the public exits. This lane is meant to facilitate faster egress from the parking garage to the *Greeting Zone* when returning vehicles to guests.



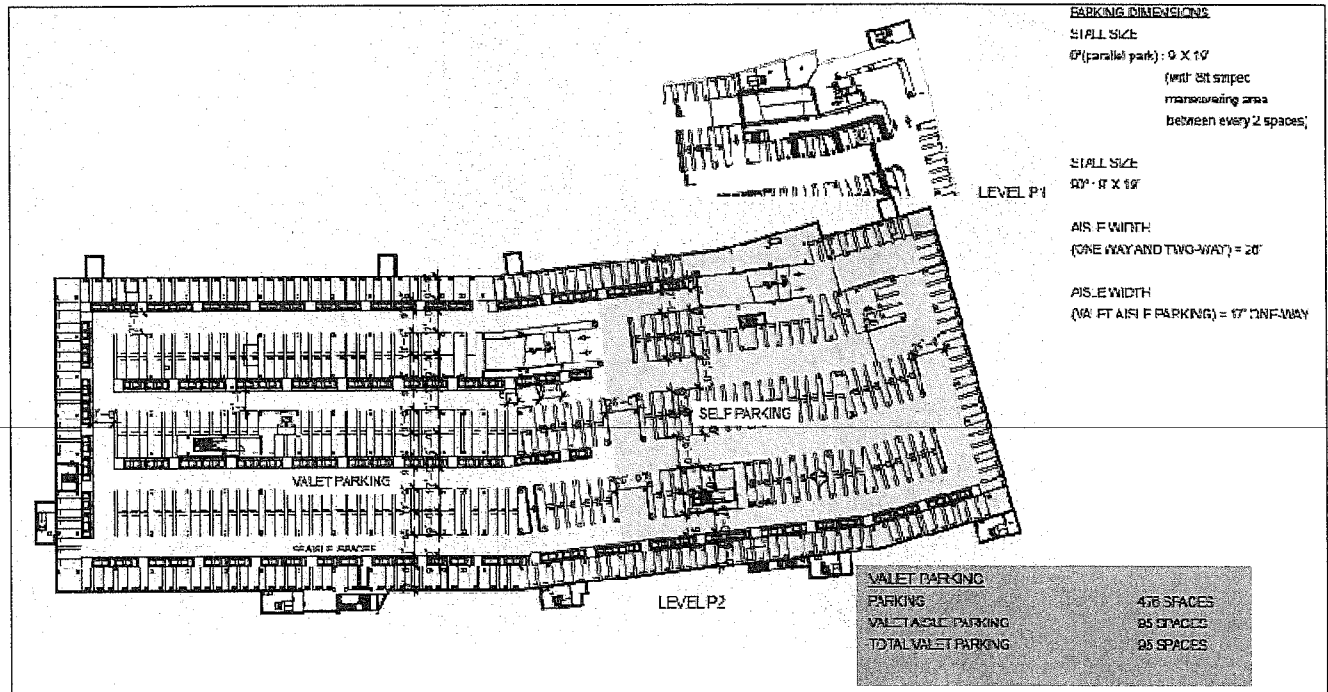
Valet - Hours of Operation

In the Parking Demand Analysis, the firm *Linscott, Law, & Greenspan* anticipate a need for Valet Parking on Thursday, Friday, and Saturday nights from 5:00pm – 9:00pm during peak seasons in order to increase capacity through stacked parking in aisles on P2. However, Valet Service may be provided as an amenity for guests. Valet Parking Service is anticipated but not limited to be as follows:

Mon	Tue	Wed	Thu	Fri	Sat	Sun
11am - 10pm	11am - 10pm	11am - 10pm	11am - 10pm	11am - 11pm	11am - 11pm	11am - 8pm

Valet – Vehicle Locations

Valet vehicles that originate in the *Greeting Zone* area will be parked on Level P2, as indicated in the plan below. This area will be used to stack-park vehicles in the drive aisles, when necessary to increase capacity, in order to support demand for parking.



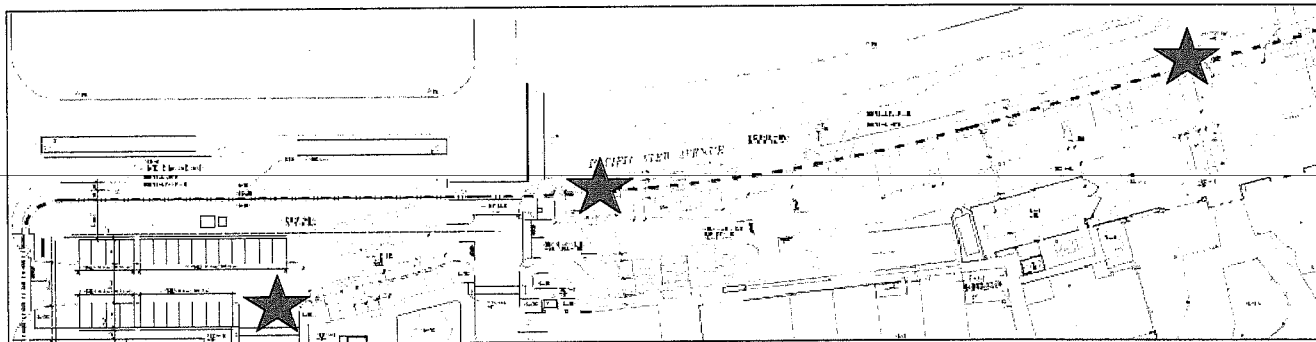
In addition, as recommended in the Parking Demand Analysis submitted by *Linscott, Law, & Greenspan*, during peak times when parking demand is high, this area will be used as a *Stacked Parking* operation for minimum of 63 to a maximum of 95 self-parkers. In this scenario, sometimes referred to as *Valet-Assist*, vehicles will not originate at the *Greeting Zone*. Instead, as available self-parking is filled, Valet Attendants will be staffed in the garage on P2. Guests will be given the option to utilize the Stack Parking service which operates as a traditional valet service, except that they vehicle is turned over to the Valet Attendant in the garage at the location where it will be parked.

Valet - Stacked-Parking Procedures

1. A self-locking key box will be located on a wall or column in each row where vehicles are stacked-parked. Keys are stored in these boxes for vehicles that are double-parked.
2. When a blocked-in vehicle is requested, the valet attendant will retrieve the keys for the vehicle in the front stall from the key box located on the row where the car is parked. The front vehicle will be pulled out and re-parked on a neighboring stall and the keys hung in the key box.
3. The first vehicle will be re-parked in the available stall and the keys hung in the key box.
4. Vehicle keys will be locked in the locking key boxes at all times when parked.

SURFACE PARKING AREAS

There are 75 surface parking stalls, including 6 handicapped stalls, located on property along Pacific View Avenue. These spaces will be available for visitors. Since this area is outside of the garage's PARCS and is un-gated, we will utilize Pay & Display machines to charge for parking and manage usage.



Signage

Signage will be installed throughout the area directing parkers to "Park, Pay, Display in Advance".

Equipment

The Pay & Display machines will be similar to the unit pictured to the right. For detailed information, please see the Product Sheet on the following pages. A summary of basic functions from the user's perspective is as follows:

- 1) The visitor presses any button to begin
- 2) The machine will offer time interval options with corresponding rates
- 3) After a time period and rate are selected, the machine prompts for payment
- 4) Payment can be made via cash, credit, or debit.
- 5) A receipt/pass is issued and the visitor is directed to place face-up on dash



Short-Term Parking

We anticipate implementing a time limit on the surface parking lot to encourage turnover and provide short term parking.

Enforcement

To ensure compliance the surface parking area will be checked periodically by parking and/or security staff in order to ensure time-limits are enforced and vehicles parked are displaying valid passes. Unauthorized vehicles will be issued Warnings and repeat offenders may be towed according to CVC 22658a.